

LOK SABHA DEBATES

(FIFTH SERIES)

Vol. L

[March 18 to April 9, 1975/Phaiguna 27, 1896 to Chaitra 19, 1897 (Saka)]



Thirteenth Session, 1975/1896-97 (Saka)

(Vol. L contains Nos. 21—30)

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LOK SABHA DEBATES

I

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LOK SABHA

Tuesday March 18, 1975/Phalgun 27,
1896 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Decision on underground Railway
System in Bombay

+

*884 PROF MADHU DANDA-
VATE

SHRI BHAOSAHAIB
DHAMANKAR

Will the Minister of RAILWAYS
be pleased to state whether Govern-
ment's decision not to undertake
underground railway scheme for
Bombay is final and irrevocable?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI MOHD SHAFI QURESHI)
No such decision has been taken by
the Government

PROF MADHU DANDAVATE Will
not the capital intensive rate of the
underground railways in Bombay,
which is expected to cost only Rs 240
crores at the present price level is
likely to go up in 1990 to over Rs 600
crores? Will the implementation of
such a project not defeat the purpose
of dispersing the business and industry
in the city of Bombay? Also, will it
not defeat the purpose of the Maha-
rashtra Government to bring about
de-congestion in the city of Bombay?

SHRI MOHD SHAFI QURESHI All
these projects in Bombay, Calcutta,
Delhi and Madras were taken up at
§ 15-1.

the instance of the State Governments.
It is true that the capital cost would
be going up from year to year. For
instance, Corridor Six, which has
been planned at an original cost of
Rs 90 crores, at the present level of
prices is likely to cost Rs 160 crores.
If the State Government and the hon.
Member desire that we should not
take up such projects, we shall be
happy not to go ahead with them.

PROF MADHU DANDAVATE Al-
ready there is one project in Bom-
bay which is likely to cost Rs 2000
crores. This is an additional project
which will cost Rs 240 crores at the
present price level. You are thinking
of these projects at a time when you
are actually discarding or going slow
regarding the implementation of the
Konkan railway project, which is
likely to cost only Rs 270 crores at
the 1972 price level. Will you not
give precedence to such backward re-
gions in the matter of railway lines,
like the Konkan railways rather than
harping upon underground rails in
Bombay which is also not required
by the civic organisation of Bombay?
Will you take a concrete decision and
advise the authorities concerned not to
go ahead with this project?

SHRI MOHD SHAFI QURESHI As
I have already said if the State Gov-
ernment wants to change the priori-
ties and they do not want underground
railways in Bombay, certainly, we
shall consider this matter. We realise
the importance of developing the
backward areas. About the Apta-
Mangalore line a part of it has been
surveyed and, upto Dasgaon, some
preliminary work has also been done.
But the question is of availability of
funds. If the hon. Member, the State
Government of Maharashtra and other

Members from the area desire that we should give up the MTP project and invest money in some other projects; we shall certainly consider it.

PROF. MADHU DANDAVATE: You are putting the entire responsibility on the Maharashtra Government. It is supposed to be a Central project. Rather than relying on the wisdom or otherwise of the Maharashtra Government, will you take a wise stand and say that, in view of the resources to be made available to the backward regions of Konkan and other areas, you will not spend such a huge amount on the city of Bombay alone which will prevent dispersal of industries?

SHRI MOHD. SHAFI QURESHI: A decision has already been taken that we go in for underground railways in Bombay. To change the decision, it can be done only by the State Government. We cannot change it ourselves. Despite all this, our idea is to optimise the present system on the central and Western Railways entailing expenditure of about Rs 158 crores. With the completion of Phase I, we will be able to run train every five minutes on Central Railway and with the completion of Phase II, every four minutes on western Railway. With the completion of the last Phase, we will be able to run trains every three minutes. In spite of these it has been found necessary that Corridor Six has to be constructed. If the State Government wants to give up the project, we will be too happy to reconsider.

SOME HON. MEMBERS rose—

MR. SPEAKER: Only Members from Bombay. Shri B. V. Naik.

AN HON. MEMBER: He is from Karnataka.

MR. SPEAKER: Mr. Naik, you should have said that you are not from Bombay.

SHRI VASANT SATHE: He wants an underground railway in Karnataka.

SHRI B. V. NAIK: The hon. Minister rightly pointed out the problem of resources in undertaking all the new railway lines. Linked up with this question, the question of other railway lines in remote, hilly, forest and backward areas was presented by the hon. Members. May I know from the hon. Minister the Indian Railways being what they are, 80 per cent being situated in the Gangetic valley of this country and remaining 20 per cent in the rest of 9/10th of the country, the Planning Commission swearing by the equitable or regional development of backward areas to eradicate regional imbalance and he is putting forth the argument of lack of resources when it comes to the backward areas, like, west coast of India ..

MR. SPEAKER: What is your question about this? I am sorry your question is not relevant to this.

SHRI B. V. NAIK: I am asking about regional imbalance. Whatever statistics may be .. (Interruption) He is from north-eastern area; I am coming from west coast area. If this is rejected, what are we to do?

MR. SPEAKER: I am sorry I made a mistake in calling you, Shri Sathe.

SHRI B. V. NAIK: I will be grateful to you if you get me a reply from the hon. Minister.

SHRI VASANT SATHE: Just now the hon. Minister has said that the proposal for underground railway in Bombay has been made by the Maharashtra Government and has been approved. Is the money to be spent on this project by the Maharashtra Government or are they contributing any money? Or, is the entire money of Rs. 240 crores or whatever it is going to be provided by the Central Government, that is, the Railways? If that is so, will the Railway Ministry take up with the Maharashtra Government

the question of giving priority to the Konkan Railway which has been hanging fire for the last 20 years; you have not done anything except the earth-work done in the drought-relief programme in the Apta region; you have not spent a single farthing on that. Therefore, will you take up this matter with the Government of Maharashtra to give priority to the Konkan Railway and not to this underground railway which has also to go under the sea in Bombay if the train has to go underground, it will have to go under the sea also. I would like to know what is your intention.

SHRI MOHD. SHAFI QURESHI: The Railway Metropolitan Transport Project was set up at the instance of the Planning Commission. It is the planning Commission which has to give the money for this project as well as for Apta-Mangalore railway line. If the money is made available, then the question of priority can be fixed. But whatever little money we have been given so far, is spent on these projects.

श्री हुकूम खान काज़वाब: सभी मंत्री जी ने अपने उत्तर में इस बात को कबूल किया है कि बम्बई, कलकत्ता, दिल्ली और मद्रास में भूमिगत रेल बनने वाली है। उसकी योजना की सभी कोई निश्चित रूप देखा हमारे सामने नहीं है। मैं जानना चाहता हूँ कि भूमिगत रेल कब तक प्रारम्भ हो जायेगी? क्योंकि देश के अन्दर बड़े शहरों में आवागमन कठिन होता जा रहा है। इस बात को देखते हुए शहरों में अधिक भीड़ भाड़ न हो तो इस योजना को सफल करने में कितना समय लेंगे?

श्री मुहम्मद सली कुरेशी: सत्य सत्य जब्त में सत्य सत्य प्रोजेक्ट चल रहे हैं। अवर क्वाटी वाली हासल जैसी है वैसी ही रही या इसकी कमी हो जाये तो कलकत्ता का मीनैट 8-10 साल में पूरा हो जायगा। बम्बई में जो पैदा कार्य करणा है उसमें 9 म.व. में जीटीएच नम्बर 6 कम्पलीट हो जायगा।

दिल्ली और मद्रास का सर्वे चल रहा है और सर्वे रिपोर्ट कमीटर करने के बाद यह निर्णय लिया जा सकता है कि कितना समय लयेगा।

DR. KAILAS: Neither the Government of Maharashtra nor a single soul in Bombay is against the line which may be put up or which should be put up between Dasgaon and Mangalore, the Konkan Railway. But I am not going to accuse the hon. Member who has raised this question. Every one knows the pitiable conditions of the suburban passengers of Bombay because of overcrowding in the local trains. Hence, we are demanding this underground railway; we have been demanding it for the last 20 years. (Interruptions) Bombay belongs to Maharashtra and they cannot object to what is being done for Bombay's population. Bombay is the heart and soul of Maharashtra and also India. It was after great persuasion that the Planning Commission have agreed to this. I cannot understand this proposal of stopping the construction of underground railway and demand for diverting the funds....

अध्यक्ष महोदय मैं बड़ा हैरान हूँ कि एक खास प्रश्न का उन्होंने जवाब दिया है, उनमें यह सवाल कैसे पैदा होता है।

DR. KAILAS: Other members have linked this question. I have to reply to them. I would not have raised any question had they not taken such an attitude about Bombay in this House. May I know from the Minister—can any one direct the Planning Commission as well as the Minister for Railways to divert the funds which are available for the underground railway in Bombay? But I would plead and ask the Minister of Railways as to when is he going to press that Maharashtra Government to give priority for the Konkan railway and that it should also be taken in hand early.

अध्यक्ष महोदय: जो जवाब मन्त्री जी ने दिया है उसको कोई किरर ले चला है, कोई किरर ले चला है, कोई कॉन्फे ले चला है। सवाल तो बन्द हो जा है।

PROF. MADHU DANDAVATE: Bombay and the Konkan are very much linked up.

SHRI INDRAJIT GUPTA: It is all right provided you do not allow it to be taken out of the country.

SHRI MOHD. SHAFI QURESHI: So far as the railways are concerned, we have no plan to give up either the Konkan Railway or the suburban system in Bombay. The views expressed by the hon. Members may be divergent but our policy is consistent and will be followed.

SHRI R. S. PANDEY rose.

MR. SPEAKER: I am not going out of Bombay.

SHRI R. S. PANDEY **

अध्यक्ष महोदय: आप का एक शब्द नहीं आ रहा है रेकार्ड पर क्यों कि मैंने आप को बुलाया नहीं है। इसलिए क्या आपदा है आप बोलने आ रहे हैं ?

SHRI DINEN BHATTACHARYYA: Just now the hon Minister said that the Calcutta underground railway will be completed in eight years' time. My question is: actually, what is the amount allotted for this whole scheme? Now if you have allotted a particular amount, after 8 years, at the completion stage, the cost will go up and the amount will not suffice. In that case, how does the railway propose to obviate this difficulty? What is your decision in the matter?

SHRI VASANT SATHE: It will take sixteen years then.

SHRI MOHD. SHAFI QURESHI: It is true that the cost escalation element will be there and the problem

can be solved by asking the Planning Commission to provide more funds.

AN HON. MEMBER: The Mahashtrians are fighting amongst themselves.

MR. SPEAKER: I never wanted others to jump in.

Introduction of Passenger Trains on Katni-Singrauli-Chopra Section

***385 SHRI NARENDRA SINGH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Katni-Singrauli-Chopra Section of the Central Railway was primarily constructed for running passenger trains but so far no such passenger trains have been introduced in this section.

(b) if so, whether construction of station buildings, platforms and other installations are complete for the purpose in this section, and

(c) if so, the reasons for not introducing the passenger trains in this section?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No, Sir.

(b) and (c) Do not arise

SHRI NARENDRA SINGH: I am surprised to hear the answer given by the Minister to my question. The construction of this Katni-Singrauli line was started in 1962 and was completed long ago. Goods train services are in operation since long but passenger services have not yet been started on this section. A decision was taken to start running a passenger train on this line and work of constructing the necessary platforms, etc. started. Why was this platform constructed at that time? I want to know.

SHRI BUTA SINGH: It is true that a platform was constructed but it is not a platform alone that makes a line suitable for passenger traffic. There is a proposal to have a survey of passenger traffic and for that purpose the platform was constructed.

SHRI NARENDRA SINGH: Do the Government propose to survey this line for running passenger trains? If not, the reasons thereof

SHRI BUTA SINGH: Yes, Sir, we do propose

श्री नीतिराज सिंह चौधरी : मैं जानना चाहता हूँ कि इन लाइनो की कैपेसिटी क्या है ? और उसमें मैं अभी बिजनी उपबोग में आ रही है ? और अगर कैपेसिटी यकी है तो फिर पैमेजर ट्रेन चलाने में कौनसी दिक्कत हो रही है ?

SHRI BUTA SINGH: This line was not primarily meant to run passenger trains. With regard to the capacity of traction, the length of this line is 25.126 km. In the Third Five Year Plan it was estimated to carry 6 million tonnes of coal from Singrauli.

SHRI NITIRAJ SINGH CHAUDHARY: I seek your protection, Sir. My question has not been replied. I asked what is the carrying capacity of this line and whether it is fully utilised and if there is any balance, why passenger trains are not started. The reply is that in the Third Plan it should carry so many tonnes of coal. But that is not a reply to my question.

SHRI BUTA SINGH: The question got mixed up. I thought the hon. Member asked the capacity of the goods train to carry coal from Singrauli.

SHRI NITIRAJ SINGH CHAUDHARY: No, I asked about the carrying capacity of the line.

अध्यक्ष महोदय : उन्होंने कहा कि पैसेंजर सर्विस के लिये तो नहीं है नहीं ।

SHRI BUTA SINGH: The problem is that this line is meant for goods traffic only. It is not meant for passenger traffic. So, the question got mixed up in the sense that I thought he asked the capacity of the goods train to move coal...

SHRI NITIRAJ SINGH CHAUDHARY: I never used the word 'goods train'.

SHRI BUTA SINGH: The line is meant only for goods trains

SHRI VASANT SATHE: Does the Minister mean to say that a line which carries goods cannot carry passengers?

PROF MADHU DANDAVATE: Perhaps he is under the impression that only when there is a double line, passenger trains can be run.

MR SPEAKER: It is only a single line for single people!

श्री धनबाहू प्रधान : अध्यक्ष महोदय, मैं जानना चाहता हूँ कि चूँकि बटनी-मिर्गौली लाइन आदिवासी क्षेत्र से होकर गुजरती है, वहाँ से ग्रामानो से मजदूर काम पर जा सकें और उनके बिना छोटें छोटें उद्योग चल सकें इस दृष्टि में सरकार को पैमेजर ट्रेन चलाने में क्या दिक्कत है ? क्या सरकार को मातूम है कि इदवार भरेवा गांव की आबादी 30,000 से भी अधिक है इसलिए वहाँ पर रेलवे प्लेटफार्म खोलने का विचार है ? मूलपूर्व रेल मंत्री ने कहा था कि पैमेजर ट्रेन चलायेगे, फिर मैं जानना चाहता हूँ कि कटनी-मिर्गौली पैमेजर गाड़ी चलाने में सरकार को कौन सी दिक्कत है ?

श्री बूटा सिंह : पैसेंजर ट्रेन चलाने के लिये लाइन पर पैसेंजर सेफ्टी का प्रबन्ध करना बहुत जरूरी है, स्पीड लिमिट भी होनी चाहिये । मुद्द ट्रेन बहुत धीमी स्पीड पर इस लाइन पर चल रही है अतः इसके ऊपर पैसेंजर ट्रेन नहीं

चल सकती है। दूसरी बात यह कि पैसेंजर ट्रेन की लाइन की क्राउडिंगन दूसरी होती है, उसके लिये दूसरी सुविधाएँ होती हैं ताकि ट्रेन से हिक्राउड के साथ पैसेंजर्स को पहुँचाया जा सके। इसलिये कुछ कारणों से इस लाइन को पैसेंजर्स के लिये नहीं चलाया जा सकता है। चोपन-सिमरौली सेक्शन के लिये हमने एक पैसेंजर ट्रेन सेक्शन की थी जिसकी अभी तक एडीसनल कमिश्नर रेलवे सेप्टी से मजूरी नहीं मिली है। जब सेक्शन मिल जाएगी तो हमारी योजना है कि इसके ऊपर एक पैसेंजर ट्रेन चलायी जाए।

श्री सरजू बाबे : अभी मन्त्री जी ने कहा है कि इन पर पैसेंजर गाड़ी नहीं चलायी जाती है। यह रेलवे लाइन उत्तर प्रदेश और मध्य प्रदेश को जोड़ती है, सबसे छोटा रास्ता है और सिमरौली तथा चोपन दोनों मिर्जापुर जिले में आते हैं उसको कटनी से मिलाया जरूरी है, इन बात को देखते हुए क्या रेल मन्त्री फिर से पैसेंजर गाड़ी चलाने का प्रस्ताव करेंगे।

श्री कृदा सिंह : जैसा मैंने अभी कहा चोपन-सिमरौली के लिये पहले ही एक पैसेंजर ट्रेन की सिफारिश की है जिसकी रेलवे सेप्टी कमिश्नर ने अभी सेक्शन नहीं दी है।

The line is open for passenger traffic; but a sanction has to come from Commissioner for Railway Safety; that is a must.

अध्यक्ष महोदय : जो मुद्दों के लिये लाइन है उस पर पैसेंजर ट्रेन कैसे चला सकते हैं।

Criss-Cross Surface Railway in Greater Calcutta

*387. SHRI SAMAR GUHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether instead of tube railway circular and criss-cross surface railway for quick transit requirements

in Greater Calcutta area will require less time, less finance for their construction and will not also cause much traffic difficulties during the period of construction of such railways;

(b) whether Calcutta tramways are some of the causes of traffic constraints in Calcutta area;

(c) whether the railway will take-over Calcutta tramways and replace it by criss-cross and circular railways as well as trolley buses run by the railway authorities; and

(d) if so, whether a committee will be set up for the re-thinking about construction of railway lines for in and around Greater Calcutta area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI).

(a) No, Sir For mass rapid transport of commuters, circular and criss-cross surface railway will not suit in Calcutta

(b) No, Sir.

(c) No, Sir.

(d) Does not arise in view of replies to (a), (b) and (c).

SHRI SAMAR GUHA: अध्यक्ष महोदय मैं जानना था कि यहाँ जवाब थायका। क्योंकि मैंने यह सवाल पूछा यह मैं सफ कर रहा हूँ।

I want to know from the hon. Minister whether it is a fact that an amount allotted in 1970 for the Tube Railway in Calcutta was Rs. 140 crores and now this amount has come to about Rs. 250 crores in 1975, and if it is completed in 1990 or 1995 or God alone knows when, it may come to about Rs. 1000 crores. Now, in view of this I want to know from the Minister whether this tube railway will at all be conceived by Mother Calcutta,

whether it will at all be delivered, whether the doctoring process will create any horrible condition for the people of Calcutta. I want to know further whether it will benefit only 8 per cent of the traffic, because according to the CMDA figure, it has been stated that it will carry 8 per cent of traffic only. In view of all these things, I want to know whether an alternative programme for mass commute service other than this futile dream of tube railway will be undertaken?

SHRI MOHD. SHAFI QURESHI: The Metropolitan Transport Organisation made surveys. There have been consultations with various consultants for the construction of the underground railway in Calcutta. I have not been able to understand what he wants as the hon. Member's question itself is criss-cross question.

SHRI SAMAR GUHA: Mono-rail. This has come up so many times in this House.

SHRI MOHD. SHAFI QURESHI: So, Sir, my answer is very simple but not as complicated and criss-cross as the hon. Member's question is. But this Calcutta underground line from Dum Dum to Tollygunge will be constructed at a cost of Rs 250 crores and much of the funds allocated in the Plan period have already been given and we hope to complete it within the revised schedule period.

It is true that the cost escalation is there. That has to be borne in mind and there is no escape from it.

SHRI SAMAR GUHA: I want to know from the hon. Minister whether it is a fact that the withdrawal of trams from all the metropolitan towns of India is one of the reasons for the traffic congestion in Calcutta and whether, instead of spending this money for the tube railway which will take birth only after ten years—in the meantime the digging and other things have already been started in the congested city of Calcutta—will not the dream of Calcutta be fulfilled by

introducing trolley-buses and other buses, so that within two years or so, this problem of Calcutta which has assumed a bigger dimension and the volume of traffic which has assumed a bigger volume can be effectively solved? Will this not be better for the people of Calcutta who are living in the dreamland for fifteen years or so for this tube railway which serves only about 8 per cent of the people?

SHRI MOHD. SHAFI QURESHI: All these aspects were considered before a final decision was taken. The decision which has now been taken has convinced us that this is the best so far as Calcutta is concerned.

SHRI SAMAR GUHA: My submission is this. The construction of this line will never materialise. Even if it materialises it will create a lot of problems.

MR. SPEAKER: Are you satisfied after this?

SHRI SAMAR GUHA: Sir, you know, that Calcutta is the worst, congested, city of India. Already they have started diverting lines here and there elsewhere for the last so many years. I do not know what will happen to Calcutta after twenty years or so.

MR. SPEAKER: I am sorry I have to put this question.

श्री शंकर बबल सिंह : प्रो० समर गुहा के प्रश्न से ऐसा लगता है कि वह चाहते हैं कि जो मेट्रोपॉलिटन रेलवे बन रही है, उसके निर्माण का कार्य बन्द हो जाय। कलकत्ता के नागरिकों को यह मान्य हो जाना चाहिये कि कलकत्ता का विकास प्रो० समर गुहा नहीं होने देना चाहते हैं। पहले जब बम्बई की भूमिगत रेलवे का सवाल था तो मन्त्री महोदय ने कहा था कि हमारे पास इतना पैसा नहीं है जिससे अन्य नगरों में यह कार्य शुरू हो सके। अब जब कि कलकत्ता वाले इसे नहीं चाहते हैं, जैसा कि प्रो० समर गुहा बारबार कह रहे हैं तो उस पैसे से बम्बई में कार्य शुरू कर देना चाहिये।

में सरकार से एक सवाल पूछना चाहता हूँ—जिस ब्रिजवर ब्राउण्ड रेलवे का काम चल रहा है, उससे अब तक कितनी प्रगति हुई है, कितना पैसा अब तक खर्च हुआ है और कब तक यह कार्य पूरा हो जाने की सम्भावना है ?

श्री मुहम्मद सली कुरेशी : इस काम के एकहिस्से में जो टेन्डर मांगे गये थे और जो ठेके दिये गये हैं उन पर काम शुरू कर दिया गया है। औरिजनली यह ख्याल था कि इस पर 140 करोड़ रुपया खर्च होगा, लेकिन अब कीमतों के बढ़ जाने से इस पर 250 करोड़ रुपया खर्च होगा। जिस रफ्तार से यह काम चल रहा है—मेरा ख्याल है कि अगले 10 सालों में यह मुकम्मल हो जायगा।

श्री शंकर बहाल सिंह : मैंने यह स्पेसिफिक सवाल पूछा था कि अब तक इस पर कितना खर्च हुआ है ?

श्री मुहम्मद सली कुरेशी : यह डिटेन इस बक्स मेरे पास नहीं है।

SHRI INDRAJIT GUPTA: All of us are as anxious as Prof Guha is that the delivery should be as painless as possible. But, may I submit that the proposed alignment of this underground railway runs below the surface crust along the main highway which connects North with South Calcutta and along which a vast amount, a growing amount, of surface traffic is also moving everyday.

Is he aware of the fact that there are serious allegations that due to lack of adequate coordination and cooperation between the various authorities involved, that is, the Railways, Calcutta Corporation, C.M.D.A., State Transport, Calcutta Tramways etc., etc. there are grave apprehensions in the mind of the people that once this construction work gets underway, there will be complete dislocation of road traffic, tram traffic, bus traffic and private vehicular traffic between

North and South Calcutta. I would like to know as to what safeguards they are taking and also what are the modalities that have been worked out to ensure that all the authorities which are concerned will really be able to coordinate the work in such a way that alternative ways of seeing the traffic is not dislocated are ensured while this work goes on for the next 10 years? The citizens of Calcutta are very alarmed about it.

SHRI MOHD SHAFI QURESHI: It is true that for a project like this we have to seek the cooperation of all concerned. The system would involve some cut and cover work and some under-ground tunneling work. So far as underground tunneling work is concerned there will not be so much difficulty but as far as cut and cover process is involved it is true we will have to divert during the construction period the traffic which is very heavy on specific areas during the day. That will have to be diverted. All efforts are being made to see that least dislocation to the traffic is caused.

SHRI INDRAJIT GUPTA: Sir I asked about the method of coordinating with the other concerned people.

SHRI MOHD SHAFI QURESHI: We have not faced any difficulty of coordination so far but as and when it arises we will take it up with the West Bengal Government.

श्री राम सहाय पांडेय : अध्यक्ष जी, इस प्रश्न के पीछे बम्बई और कलकत्ता की बात नहीं है, बुनियादी बात यह है कि कमरता की आबादी 80 लाख है और बम्बई की आबादी 60 लाख है। 25 लाख आबादी उपनगर में रहते हैं। 40 किलास और 17 बरों तक बम्बई की कारपोरेशन के मेम्बर रहे, वहाँ की कारपोरेशन चाहती है कि वहाँ ब्रिजवरब्राउण्ड रेलवे बने। बम्बई के उपनगरों की 25 लाख आबादी और कलकत्ता के उपनगरों की 30-35 लाख आबादी की सुविधा के बिना महा राज्य सर्वमिंट और बंगाल सरकार ने देश

मन्त्रालय को कहा है कि उनके यहां अण्डर-ग्राउण्ड रेलवे बनाई जाय। बम्बई के लिये पहले 90 करोड़ रुपये के खर्च की बात थी, लेकिन अब 150 करोड़ रुपये के खर्च की बात हो गई है। महाराष्ट्र गवर्नमेंट ने आप को लिखा है कि वहां जनता को बहुत तकलीफ है, लोग गाड़ियों में लटकते हुए जाते हैं, बसों की लाइनों में 3-4 घण्टे लग जाते हैं, वे शाम को सुविधा से अपने बाल-बच्चों तक पहुंच सकें, इसके लिये अण्डरग्राउण्ड रेलवे की स्कीम का कार्यान्वित किया जाना बहुत जरूरी है।

श्री मुहम्मद शफी कुरेशी : मैंने कहा है कि यह फ़ैसला किया गया है कि बम्बई में अण्डरग्राउण्ड के लिये कारिडोर नं० 6 की स्कीम सबसे बेहतर पाई गई है। उस पर काम शुरू होने वाला है और जब तक वह मुकम्मिल होगी उस पर 160 करोड़ रुपया खर्च किया जायगा। जिस तरीके से यह काम चालू होगा। उस को देखते हुए अगले 9 सालों में यह काम मुकम्मिल हो जाना चाहिये।

DR. RANEN SEN: Besides the difficulty that has arisen in course of the construction of under-ground railway in Calcutta as stated by Mr. Indrajit Gupta, may I know, whether there is any serious difficulty in regard to the construction of this under-ground railway, namely, whereas experts and technicians from USSR are helping in regard to this under-ground railway construction, there is another collaborating agreement with another party? If so, what are the real facts in regard to this collaboration with two different organisations for the purpose of construction?

SHRI MOHD. SHAFI QURESHI: Sir, there are no different collaborations. I would like to clarify this point. We have given the contract to

a firm and that firm is wanting collaboration with a West German firm because they have some difficulties, and therefore, they have asked their collaborators to help them. We have nothing to do with it. So far as Russian consultants are concerned, in the earlier stages, the services of the Russian consultants were available and at the construction stage, they will also be associated with the work. But, the work will be entirely done by our own engineers. Only consultancy and the training of our personnel in USSR will be a part of the collaboration agreement.

वर्ष 1971 और 1962 में लोक सभा के लिये चुनाव के दौरान बम्बई में एक निर्वाचन क्षेत्र पर किया गया औसत व्यय

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389. श्री हेमेश्वर सिंह बनेरा :

श्री ईश्वर चौधरी :

क्या विधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1971 में लोकसभा के लिये चुनावों के दौरान बम्बई जैसे बड़े शहर में एक निर्वाचन क्षेत्र पर और वर्ष 1962 में लोक सभा के लिए चुनावों के दौरान बम्बई के एक निर्वाचन क्षेत्र पर विजयी प्रत्याशी द्वारा, हारे हुए प्रत्याशियों द्वारा, सरकार द्वारा, विभिन्न राजनीतिक दलों द्वारा और अन्य व्यक्तियों द्वारा, पृथक्-पृथक् औसतन कितना धन व्यय किया गया; और

(ख) चुनावों में धन के प्रभाव को कम करने के लिये सरकार ने क्या कदम उठाये हैं और परिणामस्वरूप उपरोक्त औसत व्यय किस हद तक कम हो जायेंगे ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. SAROJINI MAHISHI): (a) A statement is laid on the Table of the House.

(b) The Joint Committee on Amendments to Election Law, in Part I of its Report, has *inter alia* made suggestions for the supply of copies of electoral rolls, forms for appointment of polling agents and counting agents and polling slips at Government cost. The matter is under examination of Government.

Statement

Average expenditure incurred on a constituency in a big city like Bombay during elections to Lok Sabha in 1971 and the average expenditure incurred on a Bombay constituency during election to Lok Sabha in 1962 by the successful candidate, unsuccessful candidates, Government, various political parties and others, separately.

The average expenditure incurred by the elected candidates in the general election to the Lok Sabha held in 1971 from Parliamentary constituencies falling within the urban areas of Bombay, Madras, Calcutta and Delhi is Rs. 25,144.11, 18,508.52, 11,956.63 and 5,829.74 respectively. These figures were worked out on the basis of election returns furnished by elected candidates.

Such expenditure of other contesting candidates who filed their account of election expenses, in the above election, from the Parliamentary constituencies falling within the urban

areas of Bombay, Madras, Calcutta and Delhi is Rs. 7,319.86, 11,792.22, 3,746.25 and 2,458.94 respectively.

It is not possible to furnish the expenditure of the elected as well as other contesting candidates in Parliamentary constituencies falling within the above four cities for the general election to the Lok Sabha held in 1962 as the relevant files have already been weeded out and destroyed.

The average expenditure incurred by the Government in election to the Lok Sabha held in 1971, for the Parliamentary constituencies falling within the urban areas of the cities of Bombay and Delhi was Rs. 1,68,790.53 and Rs. 44,216.83 respectively. In regard to Madras and Calcutta, the figure is not available separately as elections to the Legislative Assemblies of Tamil Nadu and West Bengal were held in 1971 simultaneously with the general election to the Lok Sabha.

The average expenditure incurred by the Government in a constituency at the general election held in 1962 and 1967 from Parliamentary constituencies falling within the urban areas of these big four cities mentioned above is also not available, as elections to the Lok Sabha and the Legislative Assemblies of States were held simultaneously in those years.

Government has no information about the expenditure incurred by the political parties and persons other than contesting candidates in elections to the Lok Sabha and to the Legislative Assemblies of States.

The expenditure incurred by political parties, and others, however, does not come within the ambit of the election law.

SHRI HEMENDRA SINGH BANERAJA: Sir, from the statement, it is seen that the information relating to the average expenditure incurred in 1962 is not available with the Government. But, it is quite clear that the expenditure incurred in 1971 should be more than 60 per cent of what was spent in 1962. Sir, as far as the election returns filed by the candidates are concerned, how much authentic they are, is everybody's guess. We cannot fool the people any more. By continuing the existing election laws, this Government is making a hoax of parliamentary democracy. Now, I would like to know whether it is a fact that the Prime Minister has suggested a round table conference for discussing electoral reforms and if so, I would like to know, when this conference is going to be convened, the exact date and whether this conference is going to be convened before or after the next general elections?

DR. SARAJINI MAHISHI: Sir, many times, on the floor of the House, it was made clear—the Law Minister has also mentioned about this—that Government is going to have consultations with the Opposition parties. The President also has, in his Address to both the Houses of Parliament, made it quite clear that there will be some electoral reforms. In pursuance of that, consultations are being held. The exact date has not been fixed. But, it is proposed that it will be held as early as possible.

SHRI HEMENDRA SINGH BANERAJA: I wanted to know the exact date. I have asked a specific question. I am asking whether the conference is going to be convened before or after the next general elections.

MR. SPEAKER: How do we know, when are the elections coming? You are asking a very difficult question.

SHRI HEMENDRA SINGH BANERAJA: It is a very difficult question. At the same time, it is a very important question.

MR. SPEAKER: I think she does not know that.

SHRI HEMENDRA SINGH BANERAJA: For the last 27 years, Government have not made any change in the election laws. The Government will be destroying the very basis of parliamentary democracy if it does not bring about changes in the election law.

MR. SPEAKER: Why do you get agitated? Kindly ask the question.

DR. SARAJINI MAHISHI: There are two parts. He asked whether consultations were going to be held. They are going to be held. The exact date is not fixed as yet.

SHRI HEMENDRA SINGH BANERAJA: In part (b) of the answer, it is mentioned that the Joint Committee on Amendments to election law in Part I of the Report have made suggestions and so on. How conveniently Government have accepted that part and ignored the other recommendations? Will the entire Report be considered or not and will it be accepted or not?

DR. SARAJINI MAHISHI: Committees are appointed and they also submit their reports. After going through the whole thing, whatever recommendations Government think fit, they will accept. This is the usual practice. As he knows, the Joint Committee submitted its report and on the basis of that report only, a Bill was prepared which is before the House.

जी मूल चर्चा होगा : चुनावों में खर्च कम करने के लिये कोई मीटिंग बुलाने से पहले क्या सरकार ऐसी कोशिश करेगी कि सभी पार्टियाँ अपने अपने मैमोरेंडम दे दें और सुझाव दे दें ?

सभी पार्टियों को नोटिस देकर उनसे सुझाव व मैमोरेडम मांग लेने चाहिये और उसके बाद मीटिंग बुलाई जाये।

डा० सरोजिनी माहिशी : जो ज्वायन्ट कमेटी एराइन्ट की गई थी, उसमें कई पार्टियों के मेम्बर थे। उन्होंने बहुत सोच-विचार कर रिपोर्ट लिखी है। अगर माननीय सदस्य समझते हैं कि और पार्टीज की राय उसमें नहीं है तो बात भ्रम है।

श्री मूल जम्ब डागा : सभी पार्टियों को राइटिंग में भेजना चाहिये कि वे चुनाव में क्या चाहते हैं, उनके क्या क्या सुझाव हैं ?

MR. SPEAKER: New parties have come into being after that.

श्री परिपूर्णानन्द पेंवली : जैसा माननीय मन्त्री महोदय को ज्ञान है कि चुनाव कानून में मशौघन करने में या इन रिपोर्टों पर विचार करने मात्र में ही चुनाव के भ्रष्ट तरीके और चुनाव पर होने वाले खर्च में जो वृद्धि हो रही है, उसको रोक नहीं जा सकता है। मैं माननीय मन्त्री जी का ध्यान इंग्लैंड के करण्ट एण्ड इल-लीगल प्रैक्टिसिज एक्ट, 1883 की तरफ दिखाना चाहना हूँ जिसके बावजूद भी वहाँ भ्रष्टाचार बढ़ता चला गया। अन्त में 1911 में सभी राजनीतिक दलों ने मिलकर एक आचार संहिता तैयार की और उस पर आचरण करने के बाद एक पीढ़ी के अन्दर अन्दर भ्रष्टाचार वहाँ समाप्त हुआ। मैं माननीय मन्त्री महोदय को इस सदन को यह आश्वासन देने की प्रार्थना करूँगा कि क्या वे भी इसी प्रकार की आचार-महिता बनाने के लिये सभी दलों को प्रेरित करेंगी ताकि सभी एक जगह बैठ कर विचार करें और उसका परिपालन करें ?

डा० सरोजिनी माहिशी : माननीय सदस्य कुछ सुझाव रख रहे हैं, उसके बारे में जरूर विचार किया जायेगा। मेरा माननीय सदस्यों से यह कहना है कि ज्वायन्ट कमेटी ने इन सब बातों के बारे में सोच-विचार किया है और

एक रिपोर्ट हमारे सामने रख दी है। उसी के आधार पर अब एक बिल भी आ गया है। माननीय सदस्यों ने इस पर भी काफी विचार किया है। तारकुबे कमेटी के बारे में सोच-विचार करना होगा, उस पर जो सुझाव होंगे गवर्नमेंट उन पर सोचने के लिये तैयार है। यह तो स्वीकृत है कि कीमते काफी बढ़ गई हैं और इलैक्शन एक पैसैज काफ बढ़ गये हैं। चुनाव खर्च में कितने गुना वृद्धि करनी है इस बारे में विचार जरूर किया जायेगा।

SHRI P. G. MAVALANKAR: The Minister has given a fairly detailed statement in reply to part (a). While I appreciate the several details given, in view of the fact that elections, both for the Assemblies and for the Lok Sabha, are coming very soon, although the dates may not be precisely known to her or to anybody else, and in view also of the fact that several reports, official and non-official, and various points of view, public agitations, public demands about the question of Electoral Reforms are all known to Government, will not Government now on their own come to a conclusion, formulate certain proposals and arrange a meeting not 'as early as possible', but on a fixed date so that people's faith in free and fair elections is increased and not decreased?

DR SAROJINI MAHISHI: It is a suggestion for action.

SHRI P. G. MAVALANKAR: I am in all seriousness asking whether it is not a fact that elections are coming very soon and these matters are pending before the country and Parliament for many years and what are the Government doing concretely and immediately and not 'as early as possible'?

DR. SAROJINI MAHISHI: The hon. Member asked me whether the Government would think of these things also as early as possible and I said that would be done. The other thing is a suggestion for action.

Employment to Children of Loyal Railway Workers

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*300. SHRI ARVIND M. PATEL:

SHRI VEKARIA:

Will the Minister of RAILWAYS
be pleased to state:

(a) whether there is any scheme to provide employment to the children of loyal Railway employees who have not taken part in the May, 1974 strike;

(b) if so, the number of applications received under the category,

(c) the number of persons employed; and

(d) the number of applications still pending consideration?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI MOHD SHAFI QURESHI)

(a) to (d) A statement is laid on the Table of the House.

Statement

(a) to (d) Following an announcement by the Minister of Railways in Parliament in December, 1973, in the wake of a number of agitations and work stoppages on the Railways that services of loyal staff would not go unrecognised, a decision was taken in February, 1974, to extend the scope of compassionate appointment to sons and daughters of employees who show outstanding devotion to duty in the face of intimidation and violence to which Railwaymen were more and more subject. Out of about a lakh of applications received by the Railway administrations, appointments have been offered to more than 7,000 persons. As the number of vacancies are limited, it has not been possible to offer employment to all, but loyal staff whose sons/daughters could not be offered appointment have been given other incentives like cash awards, advance increments, extension of service, etc.

श्री अरविन्द एम० पटेल : मन्त्री महोदय ने अपने स्टेटमेंट में बताया है कि नौकरी के लिए करीब एक लाख आवेदन पत्र सरकार को मिले हैं, और उनमें से 7,000 व्यक्तियों को नौकरी दी गई है। मैं यह जानना चाहता हूँ कि इन नौकरियों के लिए सिलेक्शन किस आधार पर की जाती है, उसका मापदण्ड क्या है, और इसका निर्णय किस तबल पर होता है।

श्री मुहम्मद शफी कुरेशी : जिन लोगों ने हड़ताल के दिनों में काफी खनरे के बावजूद भी अपनी अपनी जगह पर बड़ी मेहनत और ईमानदारी से काम किया है उनको न सिर्फ़ धन, बल्कि 1973 में हुई लोकेशन की स्ट्राइक के वक़्त में इनाम दिए गये थे और यह फैसला किया गया था कि उनके बच्चों को रेलवे में नौकरी दी जायेगी। इस विनियम में मुश्किलफ़ाइन नियम बनाए गए हैं, जिनके मुताबिक़ उन लोगों को नौकरी दी जाती है। जिनका नौकरी नहीं मिलती है उनमें से किसी को कैश एवार्ड दिया जाता है किसी का मावेम में एक्सेलेशन दिया जाता है और किसी को इनक्रीमेंट बढ़ा दिया जाता है। यह वाशिमस का गैर है कि शिडयन्ड का स्टैम और शिडयन्ड ट्राइबल का भी इसमें शामिल होने। लेकिन कुछ शिकायत मिली है कि नियमों का पालन नहीं हुआ है। हम उनकी जांच कर रहे हैं।

श्री अरविन्द एम० पटेल : मैं यह जानना चाहता हूँ कि नौकरी के धन का जो कैश एवार्ड और एडवाइज़ इनक्रीमेंट आदि देना सरकार ने तय किया है अगर इन सब योजनाओं का लाभ किसी कर्मचारी को न मिला हो, या न मिल सका हो, तो क्या सरकार ऐसी कर्मचारियों की सन्तानों को नौकरी में रखने पर विचार करेगी।

श्री मुहम्मद शफी कुरेशी : जी हाँ। जरूर करेगी।

SHRI VEKARIA : Out of one lakh applicants only 7,000 are employed. There is thus the possibility of favour and disfavour being shown in the selection. I am a Member of Parila-

ment and I have got some complaints from some employees. I think a memorandum has also been sent to the Ministry and the super-ministry, the Railway Board to investigate into these favours and disfavours. I should like to know whether the Government proposed to enquire into the matter or not. Secondly, I want to know whether the Government propose to keep a waiting list for those persons who have not got employment till now.

SHRI MOHD. SHAFI QURESHI: I have already stated that we have received certain complaints from various sources, and the whole list is being scrutinised a fresh. If we find that there has been some favouritism shown to some particular persons, naturally those mistakes will be rectified.

SHRI VEKARIA: Will the waiting list be kept or not?

SHRI MOHD. SHAFI QURESHI: Yes, it will be kept.

SHRI S. M. BANERJEE: The so-called loyal workers and their loyal sons ... (Interruptions)

SHRI NOORUL HUDA: Blacklegs

SHRI S. M. BANERJEE: That is my formation. I have not called them blacklegs, I have simply used the word "so-called", because once they are not loyal to their own colleagues, they cannot be loyal to the Government, they will go against the Government also.

I would like to know whether it is a fact that some workers, some railway employees, have still not got back their jobs, especially the casual workers, in spite of the orders issued by the hon. Minister who is no more with us. These workers have not been taken back only because their places have been filled up by the so-called loyal workers. They may increase the number for the loyal workers and the waiting list may be kept for another strike to come, but I would like to know whether those casual labourers will be taken without this consideration of the loyal workers.

SHRI MOHD. SHAFI QURESHI: The casual workers were employed on works of a temporary nature, and some of the works have been closed. As and when they are re-started, priority will be given to them.

SHRI S. M. BANERJEE: They have worked for 10 or 15 years. They are regular. They cannot be called casual.

श्री बाबूराव झा बाबूराव : क्या वह सही है कि अब तक जिन व्यक्तियों को नौकरियाँ दी गई हैं वे उन कर्मचारियों के सम्बन्धी नहीं हैं, जो पिछली हड़ताल के दौरान बकादार थे, बल्कि उन लोगों के सम्बन्धी हैं, जो बड़े बड़े पदों पर हैं, जो रेलवे बोर्ड में हैं, जो डिप्टी जनरल हेड-क्वार्टर्स में हैं ? क्या वह भी सही है कि मन्त्री महोदय ने जिन सिडपूल्ड कास्टस का प्रती चिह्न किया है, उन सिडपूल्ड कास्टस के एम्प्लॉईड को ली, जो ली खया इनाम देकर टाल दिया गया है और उन के किसी भी सम्बन्धी को नौकरी नहीं मिली है, यदि हा, तो मैं रेल मन्त्री, श्री कमलापति त्रिपाठी, से यह जानना चाहता हूँ कि क्या वह इस सम्बन्ध में जांच करेंगे, और जिन्होंने इस सिद्धान्त के नाम पर अपने सम्बन्धियों को रखा है, उन को कड़ी सजा देंगे, और बान्तर में बकादार वर्कर्स के सम्बन्धियों को नौकरी देने के लिए अपने स्तर पर कार्यवाही करेंगे ।

रेल मन्त्री (श्री कमलापति त्रिपाठी) : यह कहा जा चुका है कि ऐसी निकायों काई हैं, और इस बारे में हम जांच करेंगे—इस पर जांच करेंगे ।

श्री बी० एन० तिवारी : रेलवे मन्त्रालय की इस घोषणा के बाद कि नायक वर्कर्स के सम्बन्धियों को नौकरी दी जावेगी, लोगों में आश्वेदन एक दिने । कुछ लोग बहाल हुए और कुछ लोगों की दृष्टिकोणक वकत बातों में रक्त दी गई हैं । उसके बाद हम लोगों के पास जो कुछ चिट्ठियाँ आती हैं, जिनमें वह ज्ञान किता आता है कि रेल मन्त्री का वह वादवा कलक था वा सही है । हम लोग उन चिट्ठियों की

मन्त्री महोदय के पास भेजते हैं, लेकिन कोई सुनवाई नहीं होती है। मन्त्री महोदय हम लोगों का निर्देश दें कि अब हम लोग क्या करें। शिकायत की जो चिट्ठियाँ हमारे पास आती हैं, हम उन को मन्त्री महोदय के पास भेजते हैं, लेकिन वह नहीं सुनते हैं। इस स्थिति में हम लोग क्या करें? मैं यह जानना चाहता हूँ कि यह वादा कब पूरा होगा।

श्री मुहम्मद शफी कुरेशी : आनरेबल मेम्बर जो खत हमें लिखते हैं, हम उन की पूरी जांच करते हैं। अगर हमसे कोई ऐसी गलती हो गई हो कि हमने वक्त पर जवाब न दिया हो, तो हम उसको दुरुस्त करेंगे।

WRITTEN ANSWERS TO QUESTION

Deterioration in Operation of Railway Service in samastipur Division

*386. SHRI N. K. SANGHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether some public men of Bihar have drawn the Prime Minister's attention through a memorandum to the serious deterioration in the operation of railway services in Samastipur Division of the North Eastern Railway;

(b) whether the memorandum has pointed out the virtual collapse of the Railway administration in Samastipur division and has urged upon Government to utilise the services of the army at the specific point to combat the menaces of increase in crime in Railways by professional criminals, destruction of the Railway property by such elements and the open use of Railways for purpose of smuggling contraband goods; and

(c) if so, Government's reaction in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No such memorandum is reported to have been received.

(b) and (c). Do not arise.

Food grains Distribution in Scarcity Areas of Gujarat

*388. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have given any concession in respect of foodgrains distribution in the scarcity area of Gujarat State; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, Sir.

(b) The salient features of the concession provided by the railways for consignments of foodgrains intended for distribution amongst the victims in the scarcity affected areas of Gujarat are as under:—

(i) That such consignments are booked by Sadguru Seva Sangh from any station in Uttar Pradesh, Andhra Pradesh, Orissa, Rajasthan, Gujarat, Maharashtra, Punjab and Haryana States to stations in the districts of Kutch, Surendra Nagar, Rajkot and Jamnagar in the State of Gujarat.

(ii) That a certificate is produced by the consignor that the consignment is a donation and is intended for free distribution among the drought affected people and has not been paid for by the Central Government or State Government or some agency thereof.

- (iii) That the consignments are booked only to the District or Divisional Magistrate or Deputy Commissioner or Block Development Officers exercising civil jurisdiction over the stations in the districts referred to above.

Share Acquired by Shri Ramnath Kapur of Ritz Hotel in Central Provinces Manganese Ore Limited

*391 SHRI JYOTIRMOY BOSU Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) whether it is a fact that Shri Ramnath Kapur of Ritz Hotel, Bombay (and/or Calcutta) became a Director of Central Provinces Manganese Ore Limited, which is a Sterling Company with registered office in London,

(b) whether it is also a fact that he also acquired shares in that company and declared the same to the Reserve Bank of India;

(c) was this an infringement of Exchange Control Regulation, and

(d) if so, what punishment, if any, has been given to him?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) (a) Yes, Sir

(b) to (d). According to information furnished by the Department of Economic Affairs, Shri Ram Nath Kapur applied to the Reserve Bank of India in July, 1972 stating that he had been offered Directorship of the Central Provinces Manganese Ore Limited which he had accepted and that he intended to acquire shares amounting to £250 in the said company out of the fees received by him as Director. The shares were acquired by Shri Kapur out of his Director's

fees before the coming into force of the Foreign Exchange Regulation Act, 1973 and a declaration to this effect was made by him to the Reserve Bank of India. The question as to whether any infringement of Exchange Control Regulation was involved is at present under examination and a reference has been made to the Enforcement Directorate for this purpose.

Schemes to increase Production of Fertilizers in Fifth Plan

*392 SHRI S R DAMANI Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) the main features of schemes made for increasing fertilizers production in the country in the Fifth Plan period, and

(b) the progress made on each scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH) (a) The Fifth Plan Fertilizer Programme envisages the setting up of five new large sized fertilizer plants in the public sector at Bhatinda, Panipat, Mathura, Paradeep and Trombay. In addition, the establishment of a fertilizer project at Phulpur in the cooperative sector is also envisaged. Letters of intent have also been issued for establishing fertilizer projects at Kota, Kakinada Barada, Karnataka and Maharashtra. With the completion of the projects already under implementation and of the projects approved for implementation, the indigenous capacity for the manufacture of fertilizers is expected to increase to about 63 lakh tonnes of nitrogen and 17 lakh tonnes of P2O5.

(b) A statement is laid on the Table of the House.

Statement

Sj. No.	Location of the project	Capacity ('000 tonnes) in terms of nutrients	Present Status
<i>Public Sector</i>		<i>N</i> <i>P 205</i>	
1. Bhatinda (Punjab)		235 ..	Contract for process licences, design engineering, etc. has been concluded and preliminary arrangements like site selection, acquisition of land are being made. Mechanical completion is expected by October, 1977 and commercial production by January, 1978.
2. Paripat (Haryana)		235 ..	The project was sanctioned by Government in February, 1975 and will be taken up for implementation in 1975-76.
3. Mathura (U. P.)		235 ..	The project has been approved in principle.
4. Paradeep (Orissa)		345 300	The project has been approved in principle and would be taken up for implementation after the financing and other arrangements are tied up.
5. Trombay V (Maharashtra)		130 ..	The project has been approved by Government in October, 1974 and is being taken up for implementation.
<i>Cooperative Sector</i>			
6. Phulpur (U.P.)-IFFCO		228 ..	A letter of intent has been issued. The company is presently taking action to tie up the financing and contractual arrangement for the plant.
7. Kota Expansion (Rajasthan)		345 ..	A letter of intent has been issued.
8. Birwa Expansion (Gujarat)		243 ..	A letter of intent has been issued. The company is taking action to tie up financing and contractual arrangement for the plant.
9. Kakinada (A.P.)		228 82	A letter of intent has been issued.
10. Karnataka State Industrial Development Corporation.		.. 83	The Corporation has surrendered the letter of intent issued and has requested that a fresh letter of intent may be issued to a company promoted by the Corporation.
11. Maharashtra Co-operative Fertilizers and Chemicals Limited, Tarapur.		51 ..	A letter of intent has been issued. The company is presently taking action to tie up the financing and contractual arrangement for the plant.

Rail link for Backward and Tribal inhabited areas

*393. SHRI BAAGATRAM
MANHAR:

SHRI BHAGIRATH
BHANWAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to link through Railways economically backward and predominantly tribal inhabited areas in the country;

(b) whether any programme has been prepared in this regard and if so, the salient features thereof; and

(c) the broad outlines in regard to the State of Madhya Pradesh where such areas are likely to be benefited from the new Railway link?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) and (b). Railway development is not envisaged on any State-wise or region-wise concept but on over all considerations in the national interests. Railway development is planned primarily keeping in view the needs of industrial projects, and rail transport demands likely to be generated in various parts of the country by developmental activities in the fields of heavy industry, expansion of port facilities, exploitation and utilisation of mineral and natural resources, strategic considerations and the Railways' own operational necessities, having regard to the monetary ceilings.

The need to develop backward areas by providing new railway lines has also been recognised and a new policy for construction of lines in backward areas for development purposes was indicated in the Railway Budget Speech for 1973-74 and reiterated in the subsequent years budget speeches. It has been stressed

that projects will be taken up for the construction of new railway lines in the hilly and backward areas of the country with a view to achieve balanced economic development of the country. A number of new lines have been taken up under this new policy, but the limited availability of financial resources is coming in the way of taking up new line schemes in the backward areas. Surveys have, however, been ordered and are in progress for a number of lines, so that it is possible to take up these projects as soon as the availability of funds improves.

(c) The following projects to serve backward/tribal areas falling partly or wholly in the State of Madhya Pradesh are under progress/consideration:—

Sl. No.	Name of Line	Present Position
1.	GunaMaksi B.G. Line (193 Kms. cost Rs. 10.51 crores).	Line is under construction and is expected to be completed in the next financial year,
2.	Dhali Rajhara-Jagdarpur B.G. Line (251 Kms. cost Rs. 27.60 crores).	Final Location survey has been completed and the reports are under examination.
3.	Hirdagarh-Damus B.G. Line (14.3 Kms. cost Rs. 2.25 crores).	Work has been approved and included in the Budget for 1975-76.
4.	Mahoba-Khajuraho B.G. Line (75 Kms.).	Survey in progress.
5.	Ranchi-Korba B.G. Link (100 Kms.).	Do.
6.	Ratlam-Bangwada B.G. Link (90 Kms.).	Do.

Request from Kerala Government for implementation of Soda Ash project of F A C T

*394. SHRI C. JANARDHANAN:
SHRI VARKEY GEORGE:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the State Government of Kerala has recommended to include the necessary provision in the Fifth Five Year Plan for implementation of the Soda Ash project by the Fertilizers and Chemicals Travancore Ltd.; and

(b) if so, the broad outlines thereof and Government's decision thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). The Kerala State Industrial Development Corporation was given a letter of intent for setting up a 200 tonnes per day soda ash plant in Kerala. The State Government suggested that Fertilizers and Chemicals Travancore Limited might take over this soda ash project and FACT have formulated a proposal for the setting up of a 400 tonnes per day soda ash project. No decision has been taken on this proposal.

Survey of Oil bearing structures in Orissa coast by an American firm

*395. SHRI ARJUN SETHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a preliminary survey by M/s Carls Berg, an American firm, has shown 'promising indications' of oil bearing structures in the northern Orissa coast; and

(b) if so, the main features thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI K. D. MALAVIA): (a) and (b). Preliminary surveys in the offshore area awarded to the Carlsberg-Natomas Group have indicated the presence of some sub-surface structural features like "fault-closures" and "anticlines" in the area, which under suitable geological conditions, may be favourable for oil and gas accumulation. But these areas are at considerable distance from the States of Orissa and West Bengal.

मुजफ्फरपुर में दरभंगा तक बड़ी लाइन

* 396. श्री विभूति मिश्र : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या 2 जनवरी, 1975 ई. स्वर्गीय श्री एन० एन० मिश्र को एक विभंग रेलगाड़ी द्वारा बरास्ता मोतीहारी मुगौली और रक्सौल होते हुए मुजफ्फरपुर में दरभंगा जाना था ;

(ख) यदि हा, तो क्या उक्त स्टेशनों में होकर जान का प्रयोजन यह था कि वह स्वयं इस लाइन को देखना चाहते थे और इस बड़ी लाइन में बदलना चाहते थे, और

(ग) यदि हा, तो सरकार का विचार श्री मिश्र की इस उच्छा को कब तक पूरा करने का है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख) जी नहीं। लेकिन स्वर्गीय श्री ललित नारायण मिश्र या अन्तिम कार्यक्रम मोतीहारी मुगौली और रक्सौल के रास्ते नहीं सोनपुर, समस्तीपुर और दरभंगा के रास्ते निर्मली जाने का था।

(ग) मुजफ्फरपुर-रक्सौल या दरभंगा रक्सौल खण्ड के आसान परिवर्तन के सापेक्षिक गुणावगुण का अध्ययन किया जा रहा है और इसकी रिपोर्ट को अन्तिम रूप दे दिये जाने के बाद ही संरक्षण सहित आसान परिवर्तन योजना के सम्बन्ध में विनिश्चय किया जायेगा, बहुतेक धन उपलब्ध रहे।

Refund of Surchage on ticket in case train runs late

*397. SHRI ANANTRAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether after introduction of surcharge on tickets on Express and De-Luxe trains it has become customary that these trains reach their destination very late; if so whether Government propose to refund the surcharge if the train runs late to schedule;

(b) whether there is often trouble with the local trains running between Pune and Lonavla and the commuting workers are put to loss in their wages; and

(c) how long will it take to complete a separate line for suburban local between Pune and Lonavla?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) There has been no marked change to indicate any deterioration in the overall punctuality performance of these trains since the levy of supplementary charges.

(b) No, Sir.

(c) There is no proposal as such.

Wire snapped by Thieves from Telegraph Lines in Kanpur-Achnara Section during 1974

*398. SHRI CHANDRA SHEKHAR SINGH. Will the Minister of RAILWAYS be pleased to state:

(a) whether about 65,000 metres of A.C.S.R. wire have been snapped by thieves from the telegraph lines in the Kanpur-Achnara section of North Eastern Railway during 1974;

(b) if so, the facts thereof; and

(c) what measures have been taken to apprehend the culprits and with what results?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Yes Sir, 57,980 metres of A.C.S.R. wire valued at about Rs. 34,014/- was stolen from the telegraph lines between Kanpur-Achnara Section of the North Eastern Railway during 1974.

(c) Occurrences were reported to civil police for registration and investigation. Stolen wire worth Rs. 1000/- could be recovered by the Police with the arrest of 7 persons, who are facing trial in courts of law.

Work Shelved on Calcutta Tube Railway

*399. DR. RANEN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the works on Calcutta Tube railway has been shelved;

(b) the salient features and reasons therefor; and

(c) the measures being taken to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI). (a) No, Sir. An out-lay of Rs. 8.4 crores for Rapid Transit Project Calcutta has been included in the 1975-76 budget.

(b) and (c). Do not arise.

Increase in Claims in respect of losses on Indian Railways

*400. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state,

(a) what was the total claim in respect of the losses which the Indian Railways paid to the parties in the year preceding the organisation of the Railway Protection Force;

(b) the total claims of the losses in the years 1973 and 1974;

(c) whether since its organisation, Railway Protection Force has been expanded; and

(d) whether in view of the ever increasing claims, the expansion of Railway Protection Force is justified?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Claims for compensation are paid for various cause, such as, thefts, pilferages, loss or consignments, damages due to wet, breakage, leakage, etc. Amount paid as compensation for thefts, pilferages and losses during the year 1958-59, the year preceding the reorganisation to the Watch and Ward into Railway Protection Force, was Rs. 204.98 lakhs.

(b) Claims statistics are maintained financial year-wise. The amount paid was Rs. 912.95 lakhs in 1972-73, Rs. 864.18 lakhs in 1973-74 and Rs. 757.24 lakhs in the first nine months of 1974-75.

(c) Yes. The expansion of the Force has been due mainly to the raising of a Special Force called the Railway Protection Special Force for the protection of the railway track and other installations in the North-Eastern Region in the wake of Chinese aggression in 1962 and Indo-Pak conflict of 1965 and for the protection of new assets acquired by the railways.

(d) The increase in claims for compensation paid cannot be viewed in isolation in relation to expansion of the Railway Protection Force only. The situation regarding crime on the Railways is linked with the general law and order situation in the country which is showing a rising trend so far as crime is concerned. Allowance has also to be made for the growth in traffic and the increase in general price level.

Broad Gauge Covered Wagon Supply for Hubli Division (South Central Railways)

*401. SHRI ANNASAHAB GOTKHINDE: Will the Minister of RAILWAYS be pleased to state

(a) whether Hubli Division of South Central Railway has been facing difficulty in maintaining normal level of loading on the broad gauge system and the transshipment performance at Miraj Transshipment point from metre gauge to broad gauge for want of adequate number of broad gauge covered wagons, and

(b) if so, the steps taken to improve the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Yes, Sir. There was a temporary difficulty recently in loading from Broad Gauge system of Hubli Division due to congestion of traffic on Western Railway moving towards the drought affected areas of Surashtra by the Viramgam and Sabarmati transshipment points. The transshipment of traffic at Miraj also had a temporary set back. The transshipment performance has since improved.

Report of Committee on Reservation and Booking

*402. SHRI G. Y. KRISHNAN Will the Minister of RAILWAYS be pleased to state the progress of the work of the Committee on Reservation and Booking and when its work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The "Committee on Reservation and Booking—1972" submitted its First Report in October, 1973. The Committee is expected to submit the Final Report by 30th June, 1975.

Licences issued to M/s. Hoechst and other Drug Firms

*403. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the broad features of the industrial licences, permission letters, COB licences issued to M/s. Hoechst,

Abbott Laboratories, Alkali Chemicals Corporation of India and M/s. Bayer (1) Limited during the Fourth Five Year Plan period;

(b) whether any fresh terms of collaboration were adopted or the existing collaboration agreements amended, because of the issue of these licences/permission letters, and if so, the broad features of each of them; and

(c) which are the formulations manufactured by these firms without any industrial licences and the reasons for allowing them to do so?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). A statement indicating industrial licence No./ permission letter No. COB licence No. and date, item of manufacture and capacity and collaboration/amendment of existing agreement approved if any during the Fourth Plan Period in respect of M/s. Hoechst Pharmaceuticals Ltd., M/s. Abbott Laboratories India Ltd. and M/s. Bayer (India) Ltd. is attached. No approval of the said type was granted to M/s. Alkali and Chemicals Corporation of India Ltd. during the above period.

(c) Details as to whether the said companies are manufacturing any drug formulation without approval are being collected and will be laid on the Table of the House.

STATEMENT

Sl. No.	Name of Company	Lic. No./permission letter No. & date.	Item of manufacture and capacity	Collaboration/ amendment of existing agreement approved if any.
1	2	3	4	5
1	M/s. Hoechst Pharmaceuticals Ltd.	1. L/22/400/70-Ch. III dt. 24-10-1970 2. L/22/459/73-Ch. III Dated 8-1-1973 3. L/22/460/73-Ch. III Dated 9-1-1973	Procaine Hcl 100 tonnes (After expansion) Jonit Capsules 25 lakhs Daonil tablets 20 million (within the overall capacity)	Nil Nil Nil
2	M/s. Abbott Laboratories (India) Ltd.,	L/22/423/71-Ch. III dated 29-9-1971 (COB)	Injectables : (a) Bejectal (b) Bejectal C Liver (c) Bejectal T. (d) Bevodex. Liquids: (a) Calcadrine. (b) Cecon Drops (c) Iberol Liquid (d) Kaltrin C-Neomycin (e) Selsun Suspension (f) Surbex Syrup (g) Torfin (h) Vidylin (i) Vidylin M. (j) Vidylin M Drops (k) Vidylin Drops (l) Iberet C. Tablets : (a) Bevidox (b) Cecon '500' (c) Erythromycin 100 mg. (d) Erythromycin 250 mg. (e) Iberol (f) Opilets (g) Opilets M. (h) Premllets (i) Sucaryl (j) Surbex Sugar Coated (k) Surbex T Capsules (a) Nembutal (b) Tri-tone Granules (a) Erythrocin (b) Paracetamol sodium Chloroquin Phosphate 12 tonnes p.a. (After expansion)	Nil Nil
3	M/s. Bayer (India) Ltd.	L/22/471/73-Ch. III Dated 3-8-73.	Chloroquin Phosphate 12 tonnes p.a. (After expansion)	Nil

घोराडोंगरी रेलवे स्टेशन और सतपुरा विद्युत
केन्द्र के बीच रेलवे लाइन

3704. श्री बंगल चरण दीक्षित : वरिष्ठ

रेल मंत्री यह बनाने की कृपा करेंगे कि .

(क) क्या समीपस्थ रेलवे स्टेशन घोरा-
डोंगरी (मध्य प्रदेश) से सतपुरा विद्युत
केन्द्र स्थल तक रेल लिंक न होने के कारण
उक्त विद्युत केन्द्र के विस्तार कार्य में रुकावट
होगी; और

(ख) रेलवे साइडिंग का कार्य समय
पर पूरा करने के लिये रेलवे द्वारा क्या कार्य-
वाही की जा रही है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा
सिंह) : (क) घोराडोंगरी रेलवे स्टेशन और
सतपुरा विजली घर के बीच एक साइडिंग
की व्यवस्था करने के बारे में धनुरोध
प्राप्त हुआ है और उस की जांच की जा रही
है ।

Flag Station between Chainage No.
6500 and 6800 at Basantpur

3706. DR. H. P. SHARMA:

SHRI R. V. BADE:

Will the Minister of RAILWAYS
be pleased to state:

(a) whether there is a proposal to
set up a flag station at Basantpur be-
tween Chainage No. 6500 and 6800
under the Kamra-Valley Railway Re-
alignment Project;

(b) if so, the steps taken in that
regard; and

(c) the criteria taken into considera-
tion for establishing flag-stations along
the realignment and whether Basant-
pur fulfils these conditions?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
BUTA SINGH): (a) No.

(b) Does not arise.

(c) Flag Stations are set up depend-
ing upon the needs of the traffic, pro-
ximity to adjoining stations and also
taking into account the engineering as-
pects of the location. Basantpur, how-
ever, does not fulfil the criteria

Consumption of diesel oil by Railways

3707. DR. K. L. RAO. Will the
Minister of RAILWAYS be pleased to
state

(a) what is the amount of diesel oil
consumed by the Railways in India
and the portion thereof imported; and

(b) the differences in costs between
diesel locomotives, coal locomotives and
electric locomotives with respect to:—

(i) the capital costs involved;

(ii) the running costs involved;
and

(iii) the maintenance costs involv-
ed?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
BUTA SINGH): (1) About 6.88 lakh
kilo litres of HSD oil was consumed
during 1973-74. As the HSD oil stocks
from indigenous production and im-
ports are not stocked/supplied separ-
ately, it is not possible to indicate the
quantity of imported HSD oil consum-
ed by Railways.

(b) The costs under the various transactions are given below:—

The Capital cost (in lakhs Rs.) per loco:

	B.G.	M.G.
Diesel . . . WDM2	27.54	18.64 (TDM4)
WDS4	12.00	
Steam . . .	7.08	6.64
Electric . . .	39.00	10.00
(ii) The running cost (in Rs./1000 GTKM).		
Diesel . . .	3.92	5.06
Steam . . .	7.25	9.70
Electric . . .	3.00	3.08
(iii) The maintenance cost (in Rs. 1000 GTKM)		
Diesel . . .	1.47	3.13
Steam . . .	1.74	2.00
Electric . . .	1.18	1.52

वर्ष 1974 के दौरान उत्तर प्रदेश में 10 लाख रुपये से अधिक पूंजी वाली पंजीकृत तथा परित्याप्त की गई कम्पनियाँ

3798. श्री कृष्ण शर्मा कल्याण : क्या बिबि, न्याय और कम्पनी सर्व मंत्री यह बताने की कृपा करेंगे कि -

(क) वर्ष 1974 के दौरान उत्तर प्रदेश राज्य में ऐसी कितनी कम्पनियाँ पंजीकृत की गईं जिन की पूंजी 10 लाख रुपये से अधिक की है; और

(ख) इसी अवधि में इस राज्य में ऐसी कितनी कम्पनियाँ परित्याप्त की गईं जिन की पूंजी 10 लाख रुपये से अधिक की ?

बिबि न्याय और कम्पनी काय मन्त्रालय में उपमन्त्री (बी वेदवत कपडा): (क) मेयरो द्वारा लिमिटेड बत्तीस कम्पनिया प्रत्येक को 10 लाख रुपये से अधिक की प्राधिकृत पूंजी सहित कम्पनी अधिनियम, 1956 के अन्तर्गत वर्ष 1974 (जनवरी, से दिसम्बर, 1974) की अवधि में उत्तर प्रदेश राज्य में पंजीकृत की गई थी।

(ख) वर्ष 1974 (जनवरी से दिसम्बर, 1974) की अवधि में उत्तर प्रदेश राज्य में कोई कम्पनी 10 लाख रु से अधिक की प्रवत पूंजी सहित परित्याप्त में नहीं गई और ना ही कम्पनी अधिनियम, 1956 की धारा 560(5) के अन्तर्गत हटाई गई थी।

Licences issued to M/s. Laderlay Laboratories and other Drug Firms

3799. SHRI P. M. MEHTA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state—

(a) the broad features of the industrial licences, permission letters, COB licences and other facilities given to M/s. Laderlay Laboratories (Cynamide), M/s. Boots, M/s. B.D.H. and M/s. Dumex Private Limited and Pfizer during the Fourth Five Year Plan period;

(b) whether any fresh terms of collaboration were adopted or existing collaboration agreement amended because of the issue of these licences/permission letters and if so, the broad features of each of them; and

(c) which are the formulations that are manufactured by these firms without industrial licence and the reasons for allowing them to do so?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) A statement furnishing the details of industrial licences & COB licences

granted to M/s. Laderlay Laboratories (cynamide) M/s. Boots, M/s. BDH, Dumex Private Ltd. and Pfizer Ltd. during the fourth plan period is laid on the Table of the House. [Placed in Library. See No. LT-9214/75.] No. permission letter was granted to these companies during the said period.

(b) The terms of foreign collaboration were approved in the case of M/s. Boots Company India Ltd., Bombay in respect of industrial licence No. L/22/420/71-Chem. III dated the 26th July, 1971 allowing a royalty of 5 per cent subject to taxes on the value of production of bulk Diloxamide Furoate for a period of five years in favour of their foreign collaborators M/s. Boots Pure Drug Co. Ltd., England towards supply of technical know-how, supply of drawings and other specifications and such other assistance as may be necessary for production of drugs upto to the international standards by the foreign collaborator. While no foreign collaboration in respect of M/s. Pfizers for the licensed mentioned in reply to part (a) was approved but the company through a letter issued by the Ministry of Finance were required to bring down their foreign equity to 60 per cent by June 1975.

(c) Names of the formulations if any manufactured by these companies without any industrial licence are being collected and will be laid on the Table of the House.

Initial equity participation by the Principals in M/s. Glaxo and other Drug Firms .

3710. SHRI BHAIJIBHAI PARMAR: Will the Minister of PETROLEUMS AND CHEMICALS be pleased to state:

(a) what was the initial equity participation in M/s. Glaxo, Burroughs Welcome (I) Limited, Park Davis and May and Bakers by their principals;

(b) the main features of the agreements entered into between these firms and their principals, separately;

(c) what were the items of manufacture envisaged initially by these firms and what are the changes made afterwards; and

(d) whether the agreement was approved by the Foreign Investment Board and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) Details of original equity of each of the Company is as follows:—

Name of the Company

Original equity

(i) M/s. Glaxo Laboratories (India) Ltd.	Being collected and will be laid on the Table of the House.
(ii) M/s. Burroughs Welcome (India) Ltd.	Rs. 5,00,000
(iii) M/s. Parko Davis Ltd.	Rs. 88,50,000
(iv) M/s. Bay and Baker (I) Pvt. Ltd.	Rs. 5,00,000

(b) to (d). Information is being collected and will be laid on the Table of the House.

Raising the Transportation rate of Contractors supplying oil to Bangladesh

3711. SHRI BHOGENDRA JHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether for supplies by Indian Oil Corporation Limited (Marketing

Division) to Bangladesh the transporting rate for contractors was raised without tenders from 8 paise per kilo per kilometer to 19 paise per kilo per kilometer for about six months in 1972; and

(b) if so, the total extra amount given to the contractors responsibility fixed for the same and action taken against the officers responsible therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) and (b). After the liberation of Bangla Desh in December, 1971, IOC was called upon to rush supplies of petroleum products in large quantities at short notice. In the absence of rail movement between the two countries, products had to be moved by road to Bangla Desh from various points in India.

Although the Corporation was able to prevail upon its transport contractors to move the product from Calcutta, Siliguri and Raiganj at the prevailing rate of 8 paise per KL/RTKM which was applicable within Indian territory, but after realising the full implications of the cost of operations, due to bad road conditions, difficult diversions due to damaged culverts, delays enroute as also at the destinations, lack of insurance cover outside Indian territory initially and thereafter an increase in insurance premium to cover this risk, etc., the contractors came back asking for increased rates at 20 paise per KL/RTKM and refused to operate at the existing low rates. This affected the supplies to Bangla Desh which in turn gave rise to complaints from the Government of Bangla Desh.

Considering the urgency of rushing supplies to Bangla Desh and also the difficulties expressed by the contractors, IOC approved a rate of 19 paise per KL/RTKM ex Siliguri/Raiganj on the basis of quotations received from the contractors operating from these locations. The rate of 19 paise per KL/RTKM was effective from 23rd February, 1972 for a period of 3 months. However for supplies ex-Calcutta, IOC was able to negotiate a rate of 12 paise per KL/km effective 23rd March, 1972, for a period of 3 months. At the end of 3 months period IOC felt that the slightly improved conditions called for a reduction in the transportation rates. As such negotiations were carried on

with the parties resulting in the rate for supplies ex-Raiganj and Siliguri being reduced from 19 paise to 16 paise per KL/RTKM. This revised rate of 16 paise was effective from 23rd May, 1972 for a period of 3 months. A public tender was also floated in the month of June, 1972 to obtain as the most competitive rates for transportation of petroleum products to Bangla Desh from Siliguri and Raiganj. This also resulted in IOC getting a rate of 16 paise per KL/RTKM.

Although the rates for road transportation to Bangla Desh appear to be high, this has to be viewed in the light of conditions prevailing at that time and IOC's obligation to meet its commitments to Bangla Desh. Taking into consideration the various points mentioned above, the rates paid by the IOC cannot be considered unreasonable.

Payment by West Bengal Government for Land required for Underground Railway in Calcutta

3712 SHRI S N SINGH DFO.

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government of West Bengal has been asked to pay for the acquisition of land for the construction of underground Railway in Calcutta; and

(b) if so, whether the State Government agreed to do so?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes; in respect of Government and Municipal lands.

(b) The matter is being pursued with the Government of West Bengal.

**Confirmation of Assistant Officers
(unclassified)**

3713. SHRI MOHINDER SINGH GILL: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 221 on the 12th November, 1974 regarding confirmation of Assistant Officers (unclassified) and state:

(a) the number of Civil Engineers out of the temporary Assistant Officers (unclassified) who have been confirmed during the last three years indicating the year of their recruitment, vis-a-vis the actual intake from direct recruitment, year-wise;

(b) the number of such officers who are expected to be confirmed during 1975-76; and

(c) what is the prescribed quota for such confirmation at present?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) A statement is attached.

(b) 18 are expected to be confirmed in 1975.

(c) 60 per cent of the actual intake of the direct recruitment through open competition.

STATEMENT

Year of confirmation	Number confirmed	Years of recruitment				
		1956	1957	1958	1959	1960
1971	6	1	5	..	..	..
1972	16	2	10	1	2	1
1973	7	..	2	1	4	..
Total	29	3	17	2	6	1

The above mentioned confirmations became due as a result of direct recruitment through competitive examinations in the years 1967 to 1970 totalling 49.

During 1971 to 1973 30 Officers were directly recruited through competitive examination and 18 confirmations of Temporary Engineers in Class I have become due. Necessary action is already in progress for ordering these confirmations.

Report on Railway Line from Bibinagar to Nadikude in Andhra Pradesh

3714. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received the report of the construction of Bibinagar-Nadikude railway line in Andhra Pradesh;

(b) if so, the salient features thereof; and

(c) what is Government's decision on it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No. The Final Location Survey is still in progress.

(b) and (c). Do not arise.

Holding Company around Indian Oxygen Ltd.

3715. SHRIMATI PARVATHI KRISHNAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government propose to allow a fresh holding company around Indian Oxygen Ltd. based on certain projects for diversification and development activities of the Indian Oxygen Ltd.; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) No such proposal is under consideration of the Department of Company Affairs.

(b) Does not arise.

Departmental action taken for not providing security and medical assistance to late Shri L. N. Mishra

3716. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any Departmental action has been taken by the Railway authorities against the failure of the Railway authorities including Medical authorities for providing security and immediate relief and medical assistance to Shri L. N. Mishra after the bomb blast at Samastipur within a period of one month after his death;

(b) if so, the details of the action taken; and

(c) if not, the reasons for which no action had been taken during this period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). The one-man Commission of Inquiry headed by Shri Justice K. K. Mathew of the Supreme Court is looking into all aspects of the case. The findings are awaited.

सतना व्योहारी रेलवे लाइन का निर्माण

3717. श्री मार्टण्ड सिंह : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सतना-व्योहारी रेलवे लाइन का कार्य सर्वेक्षण होने के पश्चात् भी रुका पड़ा है;

(ख) क्या रीवा डिब्रीजन (मध्य प्रदेश), की औद्योगिक गति के लिए सरकार की सतना से व्योहारी तक रेलवे लाइन का निर्माण करने की योजना थी, और

(ग) यदि हाँ, तो इस की प्रगति की मुख्य बातें क्या ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) से (ग) रवा के रास्ते सतना से व्योहारी तक 127 किलोमीटर लम्बा नया बड़ी लाइन के निर्माण के लिए यातायात सर्वेक्षण की 1972 में मंजूरी दी गयी थी कि इस लाइन के प्रभाव क्षेत्र में पड़ने वाले पिछड़े हुए इलाकों का विकास हो सके और इस क्षेत्र से उपलब्ध अनाजों, वन्य उत्पादों, चूने के पत्थर और इमारती पत्थर की ढुलई हो सके। सर्वेक्षण रिपोर्ट मिल चुकी है और इस की जांच करने से मान्य हुआ है कि इस लाइन पर बहुत कम यातायात आयेगा और यह बत अलाभप्रद रहेगी।

रेलों की वर्तमान वित्तीय कठिनाइयों और सुविकसित सड़क प्रणाली को देखते हुए इस परियोजना को अग्रस्थगित कर दिया गया है।

Fly-over Railway Bridge at Balasore

3718. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the fly-over railway bridge at Balasore has been kept in abeyance; and

(b) if so, the reason therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Proposal for a road over-bridge on the Remuna Road level crossing at Balasore was included in the Railway's Works Programme for 1972-73 and 1974-75. As the location of the bridge was not finalised by the State Government all these years, the proposal had to be deleted. After details of the scheme are finalised, further action will be taken to sanction the work and progress the Railway's portion of the work subject to the availability of funds.

Funds allocated to meet Railway strike

3719. SHRI VIRBHADRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the funds allocated to meet the situation arising out of last Railway strike; and

(b) the item-wise expenditure met out of these funds in each Railway Zone?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The Railway has incurred an expenditure of

about Rs. 2.5 crores in meeting the situation created by the strike in May, 1974. The expenditure was incurred to meet various sundry expenses like emergency feeding, transport, etc. The break up of all sundry heads is not available as the expenditure was debitable to the head "Abstract-G 3306."

मध्य प्रदेश में चीनी मिलों के निदेशकों के शेर

3720. डा० लक्ष्मीनारायण पांडेय : क्या विधि न्याय और कम्पनी कार्य मंत्रालय प्रह्वित करने की कृप करेंगे कि मध्य प्रदेश में दलौदा जिला मन्दसौर, जाग्रोरा, जिला रतलाम तथा महीदपुर जिला उज्जैन स्थित तीन चीनी मिलों के उन निदेशकों के नाम क्या क्या हैं जिन को मिलों में 10 हजार रु० से अधिक शेर पूंजी है ?

विधि न्याय और कम्पनी कार्य मंत्रालय में उपमन्त्री (श्री वेदव्रत बरुआ) : माननीय सदस्य सम्प्रदत्त : दलौदा में जीवाजी राव शुगर कम्पनी लिमिटेड और जाग्रोरा में जाग्रोरा शुगर मिल्स प्राइवेट लिमिटेड के हवाला दे रहे हैं। कम्पनी अधिनियम के अंतर्गत मध्य प्रदेश में महीदपुर कोई चीनी कम्पनी पंजीकृत नहीं है। जीवाजी राव शुगर कम्पनी लिमिटेड में कोई भी निदेशक 10 हजार रु० से अधिक की शेर पूंजी धारित नहीं करता है। जाग्रोरा शुगर मिल्स प्राइवेट लिमिटेड में निम्नलिखित निदेशक दस हजार रु० से अधिक की शेर पूंजी धारित करते हैं :

1. श्री बंकटलाल टोडी
2. श्री विश्वनाथ जी टोडी
3. श्रीमती बनारसीबाई टोडी

Shares held by Big Business Houses in Maruti Ltd., Drilling Equipment (P) Ltd., Maruti Technical Services (P) Ltd. and Maruti Heavy Vehicles (P) Ltd.

3721. SHRI PHOOL CHAND VERMA:

SHRI ATAL BIHARI VAJPAYEE:

SHRI R. R. SHARMA:

SHRI HEMENDRA SINGH BANERA:

SHRI ISHWAR CHAUDHRY:

SHRI JAGANNATHRAO JOSHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the names of those Birla companies (whether or not under the purview of the M.R.T.P. Act) who have got shares in (i) Maruti Ltd., (ii) Drilling Equipment (P) Ltd., (iii) Maruti

Technical Services (P) Ltd. and (iv) Maruti Heavy Vehicles (P) Ltd.;

(b) how many shares are held by each of the Birla companies and since when; and

(c) names of other large Houses in the country which hold shares in any of the above four companies alongwith the value of shares held by each?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) to (c). As per the latest Annual Return filed by M/s. Maruti Ltd. as on 28th September, 1974, four companies shown in ILPIC as belonging to Birla House and three companies belonging to Killick House held shares in Maruti Ltd. The information about the number and value of shares held by each one of these seven companies and the date since held is given as under:—

Sl. No.	Name of company	House to which the company belongs as per ILPIC	Number of shares of Rs. 10 each held	Since date
1	Chauhan Marketing Co. Ltd.	Birla	10,000	25-1-73
2	Dachhinga Marketing Co. Ltd.	Birla	30,000	25-1-73
3	Sona Trading Co. Ltd.	Birla	22,000	25-1-73
4	Pradesh Trading Co. Ltd.	Birla	40,000	25-1-73
5	India Ltd.	Killick	24,000	3-1-72
6	Hingir Rampur Coal Co. Ltd.	Killick	4,000	7-8-72
7	Killick Slotted Angles Ltd.	Killick	26,000	3-1-72

None of these seven companies is registered under the M.R.T.P. Act. All the four Birla House companies and the two companies of Killick House viz., Hingir Rampur Coal Co. Ltd. and Killick Slotted Angles Ltd. are contesting that they belong to these Houses and the matter is under consideration. Automobile Products of India Limited and Mohan Meakin Breweries Limited, two companies registered under the M.R.T.P. Act as

"dominant undertakings", own 50,000 and 1,00,000 shares respectively in Maruti Limited

As regards the other three companies viz., Drilling Equipment (P) Ltd., (ii) Maruti Technical Services (P) Ltd., (iii) Maruti Heavy Vehicles (P) Ltd., no company belonging to the Birla or any other Large House as per ILPIC Report nor any company registered under the M.R.T.P. Act held shares in them according to the latest information available with the Registrar of Companies.

Soap manufacturers and their production

3723. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total number of soap manufacturers in the organised sector, their total production capacity and its percentage of utilisation during the last three years;

(b) whether the Government have requested the manufacturers to produce 'Janata Soaps' to the extent of more than 30 per cent of their total production;

(c) if so, the present monthly production of Janata Soaps and how does it compare to the total production and installed production capacity of the manufacturers; and

(d) what actions have Government taken against the manufacturers who failed to fulfill this obligation and to ensure the minimum quality of Janata Soaps?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH)

(a) Information is being collected and will be laid on the Table of the House

(b) to (d). Simultaneously with the lifting of informal price control on the prices of soaps, the soap manufacturers in the organised sector were required to introduce within three to six months from September, 1974 a Janata variety of Toilet Soap to be available to the consumer at Re. 1.00 to Rs. 1.05 per cake of 100 grams. To begin with the production of Janata Soap was to be maintained at 75 per cent of the total production of Toilet soaps i.e. 11,000 tonnes per annum for the organised sector as a whole and if demand picks up it should raise the production to 17,000 tonnes per annum. The level of production of Janata Soap was not re-

quired to be maintained in relation to the total production and installed production capacities of the manufacturers.

The present monthly production of Janata toilet soap is about 900 tonnes which is considered satisfactory. Government is keeping a watch over the quality of the Janata toilet soap.

राज्यों में मतदाता सूचियाँ तैयार किया जाना

3724. श्री जनेश्वर मिश्र : क्या बिबि न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) किन-किन राज्यों में मतदान सूचियाँ तैयार हो गई हैं; और

(ख) क्या सरकार ने इस बात का ध्यान रखा है कि पिछड़े और अशिक्षित लोगों के नाम इन मतदान सूचियों में सम्मिलित हो जाय ?

बिबि न्याय और कम्पनी कार्य मंत्री (श्री एच० आर० मोहन) (क) विवरण मदन के पटल पर रख दिया गया है। [संस्थान में नहीं था। देखिये संख्या LT 9215-175].

(ख) दिनांक 1974-जनवरी 1975 के दौरान सारे देश में घर-घर जा कर प्राणना की गई जिस के फलस्वरूप वंशजी व्यक्ति, जिन में वे लोग भी सम्मिलित हैं जो पिछड़े हुए तथा अशिक्षित हैं, जिन्होंने 1-1-1975 से 21 वीं की प्राप्ति कर ली है तथा जो किसी निर्वाचन क्षेत्र के मूलोत्तर से निर्वाचनी हैं, उस निर्वाचन क्षेत्र की निर्वाचक नामावली में रजिस्ट्रीकृत हो गये हैं।

Production of 'Janata' Soap

3725, SHRI K. MALLANNA:

SHRI C. JANARDHANAN:

SHRI ISHAQUE SAMBHALI:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a scheme was formulated in the wake of Government's decision to free the soap industry from control and manufacturers of soap were required to produce a 'Janata' variety of soap within three to six months of decontrol.

(b) if so, the progress made so far.

(c) the number of soap manufacturers in the organised sector producing 'Janata' soap and their monthly production; and

(d) the steps taken to improve production and quality of 'Janata' soap?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). With the object of making available cheap toilet the organised sector of the soap industry was required to produce a 'Janata' toilet soap to be sold at a price of Re 1.00 to Rs. 1.05 for a cake of 100 gms. by making economies in the use of perfume, packing material and with a total fatty matter content not less than 65 per cent. The organised sector was required to bring out 'Janata' toilet soap within 3 to 6 months from September 19, 1974 when the informal price control hitherto obtaining on soaps was lifted. Further, the industry was required to produce 'Janata' toilet soap at a level of 25 per cent of the total production of toilet soap and this level was specified to be about 11,000 tonnes per annum.

(c) Four manufacturers have introduced Janta toilet soap in the market. Their production from October, 1974 to January, 1975, is as under

(Tonnes)

	October 1974	November 1974	December 1974	January 1975
M/s. Hindustan Lever Ltd.	480	724	377	503
M/s. Tata Oil Mills Ltd.	59	245	530	348
M/s. Godrej Soaps (P) Ltd.	..	..	..	70
M/s. Swastik Oil Mills	..	..	..	17

(d) The overall production level of Janata soap achieved by the industry is so far satisfactory. The Government is keeping a watch over the quality of the Janata soap.

Policy of Prices and Manufacture of Drugs

3726. SHRI SHIV SHANKER PRASAD YADAV: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are working on a 'coherent' policy regarding the 'complex' issue of drug prices and their manufacture; and

(b) if so, the broad outlines thereof and by what time Government will be taking a decision in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). Government have set up a Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukhlal Hathi to go into the various aspects of the drugs industry in the country. The Committee has submitted a report "on measures for providing essential drugs and common house-hold remedies to the general public, especially in rural areas." A copy of the report was laid on the Table of the House on the 4th March, 1975. The report is being examined by the Government. The Committee's terms of reference inter-alia include the following:

"To examine the measures taken so far to reduce the prices of drugs for the consumers and to recommend such further measures as may be necessary to rationalise the prices of basic drugs and formulations."

The Committee is expected to submit its final report in April, 1975.

आयुर्वेदिक तथा एलोपैथिक औषधियों के उत्पादन के लिये लाइसेंस

[3727. श्री महावीर सिंह साखु : क्या पेट्रोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आयुर्वेदिक और एलोपैथिक औषधियों के उत्पादन के लिये सरकार से लाइसेंस लेना पड़ता है; और

(ख) यदि हा. तो इस के लिये क्या मुख्य शर्तें निर्धारित की गई हैं और इन चिकित्सा पद्धतियों के प्रसार के लिये सरकार ने क्या कार्यवाही की है ?

पेट्रोलियम और रसायन मन्त्रालय में राज्य मन्त्री (श्री के. आर. गणेश) : (क) एलोपैथिक तथा आयुर्वेदिक दवाइयों के उत्पादन के लिए औषध तथा सौन्दर्य प्रसाधन अधिनियम, 1940 के व्यवस्थाओं तथा उक्त के अन्तर्गत नियमों के अधीन राज्य लाइसेंसिंग अधिकारियों से अलग से लाइसेंस प्राप्त करना होता है।

(ख) एलोपैथिक औषधियों के संबंध में दो प्रकार के लाइसेंसों को प्राप्त करने की आवश्यकता होती है जो इस बात पर निर्भर हो कि क्या उत्पादित किये जाने वाले औषध जीव विज्ञान में सम्बन्धित हैं और विशिष्ट प्रकार जैसे मेराबैक्सीन, इन्टैक्टबल आदि अथवा अन्य प्रकार के हैं। लाइसेंस की स्वीकृति से पूर्व आवेदन पत्रों द्वारा पूरी की जाने वाली शर्तें अर्थात् लाइसेंस पूर्व शर्तें तथा लाइसेंस की अवधि के अन्तर्गत पालन किये जाने वाली शर्तें अर्थात् लाइसेंस जारी रहने की शर्तें विभिन्न प्रकार के लाइसेंसों के संबंध में औषध एवं प्रसाधन नियमावली में दी गई हैं।

मुख्य शर्तों जिन का लाइसेंस की स्वीकृति के लिए योग्य बनाने हेतु एलोपैथिक औषधों के उत्पादन के सम्बन्ध में आवेदक द्वारा अनुसरण किया जाना चाहिए, इस प्रकार है :—

(क) उत्पादन कार्यों की देख रखा करने के लिये निर्धारित योग्यता रखने व ले पर्याप्त तथा सक्षम तकनीकी कर्मचारी वर्ग की व्यवस्था करना ।

(ख) आवेदन पत्र में औषधों के उत्पादन के लिए स्वच्छ तथा पर्याप्त क्षेत्र की व्यवस्था सम्मिलित हो ।

(ग) कच्चे माल तथा निर्मित उत्पादों के परीक्षण के लिए पर्याप्त सुविधाओं का व्यवस्था करना अथवा लाइसेंसिंग प्राधिकारी द्वारा स्वीकृत प्रयोगशाला के साथ उस के लिए व्यवस्था करना ।

(घ) उस के द्वारा उत्पादन किये जाने वाले औषधियों के भण्डारहेतु पर्याप्त व्यवस्था करना । इस के प्रतिरिक्त आवेदक को निम्न-लिखित शर्तों का भी पालन करना चाहिए ।

(1) निर्धारित पद्धति में नैय र उत्पादों के प्रत्येक कैच के सम्बन्ध में उत्पादन रिकार्ड रखना ।

(2) उस के द्वारा प्रयोग किये गये प्रत्येक कच्चे माल के प्रत्येक बच का परीक्षण जिस से निर्धारित मानकों के पालन को सुनिश्चित किया जा सके तथा उस का रिकार्ड रखा जा सके ।

(3) उत्पादन करने वाले क्षेत्र, संयंत्र, उपकरण तथा उत्पादन के शर्तों तथा परीक्षण की सुविधाओं के साथ-साथ उत्पादकों के रिकार्ड तथा परीक्षण का निरीक्षण करने की औषध निरीक्षकों को अनुमति देना ।

(4) उस के द्वारा उत्पादित औषध के सैम्पल रख ने के लिये औषध निरीक्षकों को अनुमति देना ।

(5) उत्पादन तथा परीक्षण के सम्बन्ध में नियत कर्मचारियों के रिपोर्ट परिवर्तन के साथ-साथ फर्म की मरचना में परिवर्तन ।

घायुर्वेदिक औषधों के उत्पादन के हेतु लाइसेंस की स्वीकृति के लिये निम्नलिखित शर्तों का पालन किया जाना चाहिए ।

(1) नियम में निर्दिष्ट स्तर य सम्बन्धी शर्तों के अन्तर्गत घायुर्वेदिक औषधों के उत्पादन के लिए पर्याप्त क्षेत्र की व्यवस्था करना ।

(2) निर्धारित ग्रहनाम्ना वाले मशरूम तकनीकी स्टाफ की व्यवस्था करना ।

भावी उद्यमियों के मार्गसूचक सिद्धान्तों के लिए वर्ष प्रति वर्ष में उद्योग तथा नागरिक प्रति मन्त्रालय द्वारा प्रकाशित उद्योगों के लिए मार्गसूचक सिद्धान्तों में ऐडोपैथिक प्रयुज औषधों के सम्बन्ध में वर्तमान लाइसेंसिकृत क्षमता तथा पांचवी योजना नश्य के ब्यारे दिये गये हैं । इस मन्त्रालय ने भी औषध एवं भेषज उद्योग पर श्री जयसुख नान हाथी की अध्यक्षता में एक समिति गठित की है । जिन के विचाराय विषयों में अन्य बातों के साथ-साथ निम्नलिखित सम्मिलित है :—

(1) इस उद्योग द्वारा की गई प्रगति तथा इस के द्वारा उपलब्ध स्तर की जांच करना

(2) सरकारी क्षेत्र में औषधियों और सूत्रयोगों के निर्माण में और अनुसन्धान तथा विकास कार्य में अग्रणी हो, यह सुनिश्चन करने के लिए आवश्यक उपायों की सिफारिश करना ।

(3) औद्योगिक उद्योग की तीव्र गति से विकास करने की सिफारिश करना तथा विशेष रूप से भारतीय और लघु उद्योग क्षेत्र की सिफारिश करना है । समिति अपनी सिफारिश करते हुए इस बात का ध्यान रखेगा कि उद्योगों का क्षेत्रीय फैलाव मनुष्यित हो । समिति की रिपोर्ट अप्रैल, 1975 तक

प्राप्त हो जाने की सम्भावना है। समिति ने आम जनता के लिए विशेष रूप से ग्रामीण क्षेत्रों के लिए आम घरेलू उपचारों और आवश्यक औषधियों की व्यवस्था करने हेतु उपायों की सिफारिश करने के सम्बन्ध में अपनी रिपोर्ट प्रस्तुत कर दी है। यह विचारणीय है।

Issue of Licence for Gentamycin Sulphate

3728. SHRI R. R. SINGH DEO Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether mystery surrounds the Industry Ministry's decision to grant an industrial licence to a fully foreign-owned drug company for setting up a Rs. 2 crores plant for the production of gentamycin sulphate

(b) whether this company has not obtained even a c.o.b. licence for operating in this country, and

(c) if so, the criteria on which this licence has been given to a fully foreign-owned company?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH) (a) and (c). In their application under 1(D&R) Act, 1951 received on the 13th September, 1974 M/s. C. E. Fulford (India) Pvt Ltd. proposed the manufacture of the following items:—

S.No.	Item	Annual capacity
1.	Gentamycin Sulphate . . .	1000 Kgs.
2.	Tablets . . .	360 million
3.	Injectables . . .	8100 litres
4.	Ointments and Creams . . .	25,000 litres
5.	Solutions . . .	11,000 litres
6.	Capsules . . .	15,000 million

They have also proposed to expand equity capital to Rs. 200 lakhs. No industrial licence has been granted to this unit and their application is under examination.

(b) The question whether this company is required to obtain a carrying on business licence or not is also being examined.

Application for Licence to KSIDC for Polyester Staple Fibre Factory

3729 SHRI C. H. MOHAMED KOYA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state.

(a) whether the Kerala State Industrial Development Corporation Limited had applied in 1970 for grant of industrial licence for setting up a Polyester Staple Fibre Factory,

(b) whether there is any undue delay in taking a decision on the application of the KSIDC, and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) Yes, Sir,

(b) and (c). The applications was rejected in September 1970 as there was no scope for further licensing of capacity for manufacture of polyester staple fibre.

Participation by Foreign Firms in Offshore Oil Contracts

3790. SHRI RAGHUNANDAN LAL BHATIA:

**SHRI SHRIKISHAN MODI:
SHRI P. GANGADEB
SHRI ANADI CHARAN DAS
SHRI D. D. DESAI
SHRI PURUSHOTTAM
KAKODKAR**

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have taken a decision that in regard to future offshore oil contracts, foreign firms will not get their shares of oil, and

(b) if so, reasons for this change in policy?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI)

(a) and (b) In the national interest it would be Government's continuing endeavour to obtain the best possible terms in any offshore oil exploration contracts that may be awarded

Proposal to stop Samastipur Passenger Train at Lahaba

3791. SHRI SHARAD YADAV Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware that Lahaba on E.R. Main Line, is a station which borders on several development blocks and that it is only station from which the people of the nearby backward areas can board a train;

(b) whether at present only one train stops there, namely Up 319 and Down 320 Mughalsarai passenger; and

(c) whether Government would also have a stop at Lahaba of 311 Up and 312 Down Samastipur Passenger for the convenience of the nearby passengers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Lahaba is a station on Asansol-Kiul section of Eastern Railway.

(b) Yes.

(c) Commercial justification for the proposed stoppage of 311 UP/312 DN Samastipur fast Passenger at Lahaba is being examined and such action as is found feasible and justified will be taken.

Removal of names of 55 000 voters of Janakpuri from voters list

3792. SHRI DINESH JOARDER Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the names of 55 000 voters of Janakpuri, a part of South Delhi Parliamentary Constituency, have been removed from voters list

(b) if so, the reasons for not including these names in voters list and

(c) reaction of Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H R GOKHALE): (a) No, Sir

(b) and (c) Does not arise

Coal-based Fertiliser Projects

3793. SHRI BHARAT SINGH CHOWHAN Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the coal-based fertiliser projects cleared by the Central Government for execution in the country;

(b) what will be the total outlay of each of these projects,

(c) how much money has already been spent on each of these projects so far; and

(d) what is the amount proposed to be spent on each of these projects during the year 1975-76?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) to (d).

Name of the coal-based projects cleared and under Implementation	Total outlay Rs./crores (as per revised estimate)	Amount spent up to 31-12-74 Rs./crores	Amount likely to be spent during 1975-76 Rs./crores
Ramagundam (A.P.)	137.30	86.26	25.00
Talcher (Orissa)	142.69	88.02	25.00
Korba (M. P.)	150.00	4.57	4.00

Number of passengers who travelled by Air-conditioned Coaches during 1972-73, 1973-74 and 1974-75

3734. SHRI SHANKERRAO SAVANT: Will the Minister of RAILWAYS be pleased to state:

(a) what was the number of passengers travelling by and the accommodation capacity of air-conditioned coaches during 1972-73, 1973-74 and 1974-75 upto 31st December, 1974;

(b) what was the amount of fare realised from them in these years;

(c) what is the extent of loss sustained by the Railways on account of the retention of air-conditioned coaches during each of the years; and

(d) when and to what extent was the fare of air-conditioned coaches raised during this period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Number of passengers carried total capacity of and earnings from air-conditioned coaches during 1972-73 and 1973-74 are as under:

Year	Number of passengers carried (In thousands)		Capacity available		Earnings from carriage of passengers (In thousands of Rupees)	
	A. C. Class	A. C. Chair Cars	A. C. Class	A. C. Chair Cars	A. C. Class	A. C. Chair Cars
			(Berths)	(Seats)		
1972-73	292	391	2,361	4,022	3,43,98	2,43,43
1973-74	299	460	2,411	4,022	4,45,07	3,16,78

Information for the year 1974-75 upto December, 1974 is not yet available.

(c) As the expenditure on each class of accommodation is not separately maintained, the loss or gain class-wise cannot be assessed.

(d) During the years 1972-73 to 1974-75 the fares for air-conditioned travel were revised as shown against each date:

Date from which revised

Particulars of revision

15-4-1972	The fares for air-conditioned class were raised by rupee 1 to rupees 1 and of air-conditioned chair car by paise 50 to rupees 3 in various distance slabs.
1-4-1973	Five percent tax on passenger fares levied from 15-11-1972 was abolished and the basic fare (excluding tax) was increased by ten percent.
1-4-1974	The fares for air-conditioned class were raised by rupee 15 to 160 and for air-conditioned chair car by 1 90 to 15 90 in various distance slabs.
15-9-1974	The air-conditioned class and air-conditioned chair car fares were raised by 25 and 33 1/3 percent respectively.

Drilling of 18 more Wells in Bombay High

3735. SHRI VASANT SATHE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Oil and Natural Gas Commission has formulated a scheme for drilling 18 more wells in the offshore region of Bombay High by 1976 which is likely to double the present target of production of one million tonnes of crude per year;

(b) if so, the facts thereof, and reaction of Government thereto; and

(c) the steps taken to exploit the established oil resources at Bombay High?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) to (c). In the three wells drilled so far in the Bombay High structure, oil bearing horizons have been encountered and the production tests have shown good flow of oil. The fourth well at this structure is presently under drilling and to establish the production potential of the structure, it would be necessary to drill

a few more wells. Meanwhile, ONGC is taking action to set up an intermediate stage of production during 1976-77 so as to be able to produce oil from Bombay High at the rate of one million tonnes per annum.

Railway Line from Agartala to Belonia Railway Station

3736. SHRI DASARATHA DEB: Will the Minister of RAILWAYS be pleased to state:

(a) what is the progress of the construction of railway line from Agartala to Belonia railway station (inside Bangladesh), in order to connect Tripura and Calcutta by railways via Bangladesh;

(b) when this proposal is likely to be materialised; and

(c) whether the feasibility of construction of railway line from Pahar-mura (within Tripura State) to Balia Railway Station (inside Bangladesh) is going to be examined

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Surveys which were taken up at the cost

of Ministry of External Affairs for connecting Belonia station and Akhaura in Bangladesh with Belonia town and Agaitala in India respectively, are nearing completion. Construction will be taken up after the surveys are completed and financial arrangements for the project are finalised with the Tripura State Government, Ministry of External Affairs and the Government of Bangla Desh for meeting the cost of links in the territories of Tripura State in India and Bangladesh respectively.

(c) The proposal can be examined if it is sponsored by the Government of Tripura or by the Bangladesh Government as was done in the case of links referred to in reply to (a) and (b) above.

Offshore Drilling by Multinational Corporations

3737. SHRI K. M. MADHUKAR

SHRI C. K. CHANDRAPAN:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the multinational corporations with whom the Government had entered into agreement regarding offshore drilling have started their work,

(b) if so, the broad outlines regarding the work so far undertaken and the results thereof; and

(c) when these corporations would complete their work?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):
(a) to (c) The reconnaissance seismic surveys in the Kutch and Bengal offshore areas have been completed. These surveys have indicated structural possibilities. Detailed seismic surveys are being undertaken in Bengal offshore. It is only after the data of all these surveys are processed and

interpreted that a decision could be taken about drilling wells. Subject to this, and the availability of suitable mobile drilling platforms, it is expected that exploratory drilling will commence after the ensuing monsoon. Further work would depend on these results.

Quota of H.S.D. and other Petroleum Products for States

3738. SHRI RAM PRAKASH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have prescribed any quota regarding the distribution of high speed diesel and other petroleum products on priority basis to the States, and

(b) if so, the details regarding priority Government have prescribed for agricultural purposes to the various States?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAHI):

(a) Except for kerosene oil no quotas of petroleum products are allocated on State-wise basis

(b) State Governments were assured that adequate supplies would be maintained to meet their requirements of Diesel Oil for the agricultural sector in full.

In case of any shortage State Governments were requested to ensure availability of diesel oil to agriculturists on priority through quota cards, if necessary, and to effectively check malpractices like hoarding and black-marketing etc. Availability of diesel has so far remained adequate in all States and free sales have been made from the oil companies retail outlets. Demands of the agricultural sector have also been met freely without the need for introducing the system of supplies against quota cards on priority.

Funds for Construction of Jakhapura Banspani Railway Line

3739. **SHRI GAJADHAR MAJHI:**
Will the Minister of RAILWAYS be pleased to state:

(a) whether funds have been provided for the starting of construction of work of Jakhapura Banspani rail link in Keonjhar, district of Orissa after the completion of final survey of the said rail link; and

(b) if so, the salient features regarding the new railway project which have been approved for the State of Orissa during the Fifth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) The Final Location Engineering-cum-Traffic Survey for Construction of Banspani-Jakhapura rail link is in progress and is expected to be completed by the middle of this year. The construction work can be taken up after the surveys are completed. Provision of Rs 1 lakh has been made for this work in the Budget for 1975-76.

(b) The rail link from Banspani to Jakhapura has been approved for construction. According to the preliminary Engineering-cum-Traffic Surveys carried out in 1963-64 it is revealed that the length of this line will be 176 kms and is anticipated to cost Rs. 39 crores approximately. The financial return on the project was worked out as 3.3 per cent in that survey. The details of other projects to be taken up in the balance period of the 5th Plan have not yet been finalised.

Proposal to Hire a Semi Submersible Ship for Offshore Drilling

3740. **SHRI PRABODH CHANDRA:**
SHRI R. S. PANDEY:
SHRI HARI SINGH:
SHRI M. RAM GOPAL REDDY:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether the O.N.G.C. proposes to enter into contract with a Norwegian firm for hiring semi-submersible ship for offshore drilling at Bombay High; and

(b) if so, the main features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI) (a) Yes, Sir

(b) For intensifying its oil exploration effort at the Bombay High structure and elsewhere, ONGC is chartering on hire a semi-submersible mobile drilling unit from a Norwegian firm with an option to purchase it later.

Collision of Crude Oil Tanks with a Cargo Vessel

3741. **SHRI D. B. CHANDRA GOWDA:**
SHRI M. S. PURTY

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether two crude oil tanks of a big foreign tanker carrying about 50,000 tons of crude to Bombay sprung leaks after a collision with a cargo vessel on the outskirts of the harbour;

(b) if so, the broad features regarding the damage; and

(c) whether any inquiry has also been conducted in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) to (c). In this connection, reply given to unstarred question No. 2474 on 6-3-1975 by the Minister of Shipping and Transport may kindly be referred to.

Assistance to indigenous drug Producers

3742. SHRI SAKTI KUMAR SARKAR. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Government have any scheme to give assistance to indigenous producers of drugs for the establishment of drug research unit?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH). The following steps are being taken by Government to encourage indigenous research in the field of drugs

- (i) import of technology is not allowed for the manufacture of drugs where the know-how has been adequately developed indigenously by the Industry or National Laboratories
- (ii) Incentives as specified in Import Trade Control Policy April 1974—March 1975 are given to units who register their Research and Development Laboratories/units with the Department of Science and Technology in form of import of research and development equipment, instruments and intermediates.
- (iii) with a view to encourage research drug manufacturing units have been advised as follows:—
- (a) Industrial units with a turnover between Rs. 1 to 6 crores per annum should establish full fledged formulation and packaging development laboratories with facilities for toxicological and bio-availability studies and process improvement measures;

(b) Units with turnover of Rs. 6 crores and above should be in a position to set up their own facilities for the above purpose and also for development of designs, engineering, and scale up activities etc.

(c) Large units with turnover of Rs. 10 crores and above should establish their own full fledged research centres with full facilities for progressive and innovational type of programme.

(d) A joint Action/Screening Committee comprising the representatives from research laboratories, Government departments and industry has been set up to identify the areas where further research is immediately called for.

Government have appointed a Committee on Drugs and Pharmaceuticals Industry, headed by Shri Jaisukhlal Hathi, and the terms of reference of the Committee *inter alia* include

"To recommend measures necessary for ensuring that the public sector attains a leadership role in the manufacture of basic drugs and formulations, and in research and development

To make recommendations for promoting the rapid growth of the drugs industry and, particularly, of the Indian and small scale industries' sectors. In making its recommendations the Committee will keep in view the need for a balanced regional dispersal of the industry

To examine the present arrangements for the flow of new technology into the industry, and make recommendations therefor.

Bandel-Katwa Electrification proposal rejected

3743. SHRI SAROJ MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for electrification of Bandel-Katwa line has been rejected; and

(b) if so, the reason therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). A preliminary examination of the electrification of the Bandel-Katwa section of the Eastern Railway has revealed that sufficient capacity is available with the existing form of traction to cope with the anticipated increase in traffic in the foreseeable future. It has been found that electrification of the section, which is capital intensive, is not financially justified. Hence there is, at present, no proposal to electrify Bandel Katwa section.

Representation regarding abolition of International Brand names of soaps

3744. SHRI C. K. CHANDRAPPA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether a representation has been received by Government regarding abolition of international brand names such as Lifebuoy, Lux, Rexona, Surf and Erasmic;

(b) whether a suggestion has been received by Government to introduce quality marking by I.S.I. so as to avoid profiteering on account of brand names;

(c) whether reservation of some capacity of Janta Toilet Soap has proved a damp squib;

(d) whether a leading soap manufacturer like Hindustan Lever Limited deliberately lowered their quality of brands like Lifebuoy for quite some time; and

(e) the action taken by Government thereupon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). Yes, Sir. A suggestion was received from an Honourable Member for abolition of international brand names of Soaps and Synthetic Detergents and introduction of Quality marking of I.S.I. Whereas brand names of Lifebuoy, Lux, Rin, Rinso, Surf, Sunlight, Taj, Saral, Maharani and Bontex are owned by M/s Hindustan Lever Limited, the brand names Rexona, Pears and Liril are allowed by M/s. Uni Lever Limited to be used by M/s Hindustan Lever.

M/s Hindustan Levers have been producing soaps with the above brand names for the past so many years and no royalty or any other payment is made to the foreign Principals for the use of the above brand names. M/s Hindustan Lever are not using the brand name Erasmic for soaps. I.S.I. certification scheme is a voluntary one and it is for the soap manufacturers to adopt it.

(c) No, Sir. There is no reservation of capacity of Janta Toilet soap. Simultaneously with the lifting of informal price control from all varieties of soaps in September, 1974, the producers in the organised sector as a whole were required to raise the production of the soaps to the optimum level—the best of the last three years—and produce a Janta toilet soap the production of which to begin with should be maintained at 11,000 tonnes and if demand picks up to raise it to 17,000 tonnes per annum. The production trend of Janta Toilet Soap so far has been satisfactory.

(d) and (e). The total fatty matter content in Lifebuoy Soap had declined to 37 per cent in July-August 1974, but has thereafter been restored to the normal level and Lifebuoy Soap is currently being made with TFM of 61-62 per cent and is a pure soap.

**Shortage of Drill Pipes faced by
O & N.G.C in Assam**

3743 SHRI R S PANDEY.

SHRI M. RAM GOPAL
REDDY:

SHRI ROBIN KAKOTI

Will the Minister of PETROLEUM
AND CHEMICALS be pleased to state

(a) whether O & N.G.C's work has
been hit due to the shortage of drill
pipes and casings in Assam; and

(b) if so, the remedial measures
proposed?

THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI C P MAJHI)

(a) and (b) No S. ONGC has been
taking all necessary steps to meet its
requirements of these items.

**Manufacture of Formulation without
Approval by certain Drug Firms**

3746 SHRI SOM CHAND SOLANKI:
Will the Minister of PETROLEUM
AND CHEMICALS be pleased to state

(a) whether a number of companies
like Hoechst, SKF and E. Merck are
manufacturing a number of formula-
tions without any approval from Gov-
ernment during the last three years;

(b) if so, the names of items, firm-
wise and what action Government
have taken or propose to take against
provisions of I(DR) Act;

(c) have complaints been brought
to the notice of Government that offi-
cers are sitting over the files without
taking any action; and

(d) if so, whether Government will
fix up responsibility and take suitable
action against the firms and the offi-
cers who are helping them?

THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI K. R. GANESH):

(a) to (d). It has been brought to the
notice of the Government that M/s.
SKF were indulging in an unauthoris-
ed production and sale of Eskaycillin
Capsules, which is a formulation based
on Ampicillin. The State Government
has been asked to investigate into the
matter. Their report is awaited.

It has also come to the notice of the
Government that M/s Hoechst Phar-
maceuticals are marketing Ampicillin
produced by a small company Reserve
Bank of India have stated that under
an agreement dated 24th August, 1972
between Hoechst Pharmaceuticals Ltd
and M/s Indo-German Alkaloids,
Bombay (which is a small scale manu-
facturing unit) the former has made
available to the latter technical know-
how for manufacture of certain prod-
uct (details of drugs not disclosed)
in return for the right to purchase the
products manufactured by them. It is
understood that M/s Hoechst are mar-
keting Ampicillin under trade name
"Albertillin" manufactured by M/s
Indo German Alkaloids. The implica-
tions of the agreement mentioned
above are under examination.

Information as to whether M/s. E
Merck (I) Limited Bombay are manu-
facturing any formulation without any
industrial licence approval is being
collected and will be laid on the Table
of the House.

**Adulteration in Kerosene in Union
Territories**

3747 SHRI K. LAKKAPPA: Will
the Minister of PETROLEUM AND
CHEMICALS be pleased to state:

(a) whether some cases of adulte-
ration in kerosene have come to no-
tice of Government in the Union
Territories during the last six months;
and

(b) if so, the facts thereof and
action taken against the persons con-
cerned?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI)
(a) and (b). The information is being collected and will be laid on the Table of the House

Corruption Charges Against Assistant Engineer, Garhwa Station

3748 KUMARI KAMLA KUMARI Will the Minister of RAILWAYS be pleased to state,

(a) whether a vigilance group was sent to Garhwa Railway station for enquiry into corruption charges against Assistant Engineer, Garhwa (Construction Department) Railways and Assistant Engineer has been caught for the charges; and

(b) if so what punishment has been given to the said official?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) and (b) An enquiry into certain charges of corruption against Assistant Engineer, Garhwa Railway station is presently in progress by the Eastern Railway and is expected to be completed shortly

Allocation of Mutton Tallow to Kerala Soaps and Oils Limited

3749 SHRI A. K. GOPALAN Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether the request of Kerala Government for special allocation of 1000 tonnes of mutton tallow to Kerala Soaps and Oils Limited is pending with the Government of India for the last one and half years,

(b) if so, the reason for the delay in taking a final decision, and

(c) when the final decision is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH)
(a) to (c). While lifting the informal

price control on soaps in September, 1974, it was inter-alia decided to discontinue imports of mutton tallow for the manufacture of soaps in the organised sector. Prior to September 1974 the requests of Kerala Government for allocation of mutton tallow to Kerala Soaps and Oils Ltd. were considered in the light of the installed capacity of the Company and the total availability of mutton tallow. However, the possibility of arranging some supplies of mutton tallow from Kerala Soaps and Oils Limited, as a special case is presently being explored.

Alternative Plan for Calcutta Underground Railway

3750 SHRI M. M. JOSEPH
SHRI VARKEY GEORGE

Will the Minister of RAILWAYS be pleased to state

(a) whether there is an estimated increase of more than 70 per cent in the cost of the Calcutta Underground Railway from Rs. 140 crores to Rs. 250 crores;

(b) whether due to the country's present price hike trend, an increase of 100 per cent in its present cost is expected in the near future;

(c) whether Government are reviewing their decision to make an alternative plan that can prove to be cheaper than the present costlier one for its construction programme, and

(d) if so, salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) Yes.

(b) It is not possible to foresee the extent to which prices may increase during the period of construction.

(c) No cheaper solution is available.

(d) Does not arise.

Construction cost of Howrah-Amta Broad Gauge Line

3751. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Centre has decided to bear the entire construction cost of the Howrah-Amta broad gauge railway line;

(b) if so, the salient features thereof; and

(c) when is the work likely to start?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) to (c). It has now been decided that only the cost of land required for Howrah-Amta line will be borne by West Bengal Government and the balance cost borne by the Railways. The State Government have been asked to acquire and hand over the land to the Railways.

The work will be taken up as soon as land is made available by the State Government.

दिल्ली से अहमदाबाद को जाने वाली जयन्ती जनता गाड़ी में यात्रियों द्वारा उत्पाद

3752. श्री मूल चन्द्र डामा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जयन्ती जनता के, जो कि दिल्ली से अहमदाबाद को शाम को करीब 7 बजे जाती है, सभी डिब्बों में गुड़गाव, रेवाड़ी व अन्य स्टेशनों को जाने वाले यात्री चढ़ जाने हैं और वे थार्ग त डिब्बों तथा प्रायिकाओं (स्लीपर) में जबरदस्ती घुस जाने हैं तथा हर प्रकार का उत्पाद भजाने हैं और उन्हें कोई रोकने वाला नहीं हैं;

(ख) क्या वे यात्रियों को हर प्रकार से कष्ट पहुंचाते हैं;

(ग) क्या संवाहकों (कचहटर) को ऐसे डिब्बों में कुछ भी कहने का साहस नहीं

होता और यदि वे कुछ कहते हैं, तो उनकी पिटाई की जाती है; और

(घ) क्या रेलवे का विचार इस स्थिति में सुधार करने के लिए प्रयास करने का है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) और (ख). थोड़ी दूर के दैनिक यात्री ऐन गाड़ी छूटने के मम। शयन-य नो और आरक्षित डिब्बों में घुस जाते हैं और कभी-कभी रेल कर्मचारियों के लिए उनका रोकना कठिन हो जाता है और उससे यात्रियों को असुविधा होती है।

(ग) रेल कर्मचारियों को पीटने की किसी घटना की रिपोर्ट नहीं मिली है। लेकिन यह सही है कि ये दैनिक यात्री चल टिकट परीक्षकों के अनुरोध का अनसुना कर देते हैं।

(घ) रेलो ने यह सुनिश्चित करने के लिए कि आरक्षित डिब्बों में अनधिकृत यात्री कब्जा न करें, अचानक जाच के काम को तेज कर दिया है।

Tampering with Goods Bgies

3753. SHRIMATI ROZA DESHPANDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether railway goods bogies are tampered with everyday; and

(b) if so, how many complaints Government have received during 1972-73, 1973-74 and 1974-75 in this regard and how much Government had to pay as compensation during this period?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The number of claims for compensation due to all causes (including loss, theft and pilferages of goods) received and the amount of compensation paid in cases of loss, theft and pilferage of booked goods during the

years 1972-73, 1973-74 and 1974-75 (upto November, 1974) are as under:—

Year	No. of claims for compensation (for all causes received.)	Amount of compensation paid on account of loss, theft and pilferage.
		(in crores of Rs.)
1972-73	676917	9.13
1973-74	627113	9.84
1974-75 (up to Nov. '74)	440596	6.85

Separate statistics of number of claims received on account of loss, theft and pilferage are not available

Electrification of Bhusawal-Itarsi Section (Central Railway)

3754. SHRI NITIRAJ SINGH CHAUDHARY: Will the Minister of RAILWAYS be pleased to state:

(a) when will electrification of Bhusawal/Itarsi section, Central Railway start and be completed; and

(b) if there are no proposals, reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). There is at present no proposal to electrify Bhusawal-Itarsi section. However, it is planned to electrify the trunk routes joining Calcutta, Delhi, Bombay and Madras, including Delhi-Bombay trunk route via the Central Railway route. From the Bombay end, Bombay V.T. to Bhusawal has already been electrified and from the Delhi end, cost-cum-feasibility survey for electrification of Delhi-Bina section has been carried out and the project report submitted by the Central Railway is currently under examination with a view to assess the financial viability of the project. Depending upon the liability of

the project and availability of funds and resources, the scheme will be taken up for execution.

As regards the remaining section between Bina and Bhusawal including Bhusawal-Itarsi section, feasibility survey will be ordered only after the electrification of Delhi-Bina section has been sanctioned for execution.

Footpath on the Railway Bridge over Chandragiri River in Kasaragod

3755 SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any representation to put up a footpath attached to the existing railway bridge over the Chandragiri river in Kasaragod in Kerala State; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The proposal for providing foot paths on Chandragiri Railway bridge has been examined and found feasible. The approximate cost of this would be Rs. 5 lakhs and the work can be taken in hand if the local authorities agree to bear the entire cost of the work as also recurring maintenance charges. The Chairman, Municipal Corporation, Kasaragod, has been accordingly advised.

Companies to whom the Companies Donation Bill was referred for Eliciting Opinion

3756. SHRI R. N. BARMAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of companies to whom the Company Donation Bill was referred by his Ministry for eliciting opinion, before it was given a final shape;

(b) names of companies who have offered/not offered their comments so far;

(c) whether Government have received complaints from some companies about the neglecting of their suggestions forwarded to his Ministry well in advance; and

(d) if so, reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA) (a) No bill on the subject has yet been framed by the Government and question of referring it to anyone does not arise in the circumstances.

(b) to (d) Do not arise.

Fixing up of Seniority in Class I Service of Railway Officers

757 SHRIMATI MUKUL BANERJI Will the Minister of RAILWAYS be pleased to state—

(a) whether the Ministry of Railways are aware that the Supreme Court of India in their judgement delivered on 11th December, 1974 in the CPWD Engineers Writ Petition No. 489 of 1972 Vs. Union of India, have laid down that Class II Officers when promoted to Class I Senior/District officers grade post should be given seniority from the date of such promotion and not from the date of confirmation as followed hitherto by Union of India;

(b) whether on Indian Railways the Class II Officers are entitled for weightage of non-Class I service, while fixing their seniority in Class I service, upto a maximum of five years; and

(c) whether his Ministry has implemented the principle laid down by the Supreme Court as in part (a) above in fixing the seniority of class II officers, whose cases are pending for decision for fixing their seniority accordingly?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The Ministry of Railways are aware of the judgement of the Supreme Court in Writ Petition No. 489 of 1972 and the connected civil appeals.

(b) On Indian Railways Class II Officers are entitled to weightage upto a maximum of 5 years service for the purpose of fixation of seniority in Class I Service (Junior Scale).

(c) In services where there is a prescribed quota for promotion of Class II Officers to Senior Scale the principles enunciated in the judgement of the Supreme Court for fixation of seniority are being followed. In other cases, it does not arise.

Production of Fertilizers at Different Factories

3758 SHRI MUKHTIAR SINGH MALIK:
SHRI BIRENDER SINGH RAO.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the kinds and brand names of the various fertilisers produced by factories run by the Central Government and factories run by the State Governments, respectively as on 31st December, 1974;

(b) what was the quantum of each variety of fertiliser produced by the companies controlled by the Central Government and the State Governments and by the private sector, State-wise per annum during the last three years; and

(c) the total investment in the entire fertiliser industry up-to-date?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-9218/75].

(c) The total investment at the end of the Fourth plan (i.e. 1973-74) was about Rs. 815 crores.

Completion of Seismic Survey by two Foreign Companies in Bay of Bengal

3759. SHRI R. P. DAS. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the United Oil Company of the United States of America and Ina-Naftaplin of Yugoslavia have already completed seismic survey in the blocks allocated to them of over 30,000 square mile off-shore area in the Bay of Bengal under the guidance of Petro-Bangla of Bangladesh; and

(b) whether there is any fringe area in between the blocks of our country and Bangladesh in the seabed of the Bay of Bengal?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) and (b). It is understood that the Government of Bangladesh have entered into offshore exploration contracts with certain foreign parties. Negotiations on the delimitation of the maritime boundary between India and Bangladesh in the Bay of Bengal are in progress between the Governments of India and Bangladesh.

Accumulation of Rock Phosphate in Rajasthan

3760. SHRI BANAMALI BABU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a huge quantity of rock phosphate has been accumulated in Udaipur and other places in Rajasthan;

(b) whether a large quantity of processed rock phosphate is also lying unutilised in various places in Rajasthan; and

(c) if so, the steps Government propose to take to dispose of this rock phosphate?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) to (c). Some accumulation of indigenous rock has been reported in the Jhamarkotra area of Rajasthan and this was mainly due to production being higher than what was anticipated earlier and the technical difficulties now encountered by the fertilizer manufacturers in using the indigenous rock. Every endeavour is being made to ensure maximum utilisation of the indigenously available rock.

Establishment of Refinery for Chinamen Oil Meghalaya

3761. SHRI TUNE ORAON: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a refinery for refining chinamen oil has been established in Meghalaya which will help drugs and pharmaceutical industry in the State; and

(b) if so, the broad outlines of the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). According to information furnished by Government of Meghalaya, The Meghalaya Industrial Development Corporation Ltd., a Government of Meghalaya Undertaking has entered into an agreement with M/s. Camphor and Allied Products Limited, Bombay for manufacture of various products including Cinnamom leaf oil and its derivatives and floated a new Company viz. Meghalaya Essential Oils and Chemicals Ltd. The estimated

capital cost of the project is Rs. 54 lakhs. The project envisages establishment of "crude" centres in the rural areas for processing of Cinnamon leaf. The Central Unit will be located at Shillong.

Election Petitions Alleging Excess Expenditure Pending in Courts

3762 SHRI M. V. KRISHNAPPA Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of election petitions that are pending in different courts on allegations of excess expenditure having been incurred by the elected candidates; and

(b) the break-up of the elected members, party-wise, against whom election petitions are pending?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Under the Representation of the People Act, 1951, election petitions are filed directly in the respective High Courts and as such Government is not in a position to indicate the exact number of petitions in which the allegation of excess expenditure has been made.

(b) Party-wise position of the election petitions pending as on 1-3-1975 is as under:—

1. I. N. C.	57
2. Cong. (O).	8
3. C. P. I.	3
4. C. P. M.	5
5. B. J. S.	20
6. Swatantra	1
7. S. P.	4
8. B. K. D.	9
9. Independent and Others	21
TOTAL	128

बड़े नगर के निर्वाचन क्षेत्र पर किया गया औसत व्यय

3763. श्री जगन्नाथ राव जोशी : क्या विधि न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या मुम्बई जैसे बड़े नगर के निर्वाचन क्षेत्र पर सफल उम्मीदवार, असफल उम्मीदवारों, मजदूर, विभिन्न राजनीतिक दलों और अन्य व्यक्तियों द्वारा 1971 के निर्वाचनों के दौरान किया गया औसत व्यय, 1967 के निर्वाचनों में किए गए व्यय में अधिक है, और

(ख) यदि हा, तो प्रत्येक मामले में कितना-कितना अधिक व्यय किया गया ?

विधि न्याय और कम्पनी कार्य मन्त्री (श्री एच. आर. गोखले) : (क) सन् 1971 में लोकसभा के लिए हुए साधारण निर्वाचन में, मुम्बई, मद्रास, कलकत्ता और दिल्ली के शहरी क्षेत्रों के अन्तर्गत आने वाले संसदीय निर्वाचन क्षेत्रों से निर्वाचित उम्मीदवारों द्वारा किया गया औसत व्यय क्रमशः 25,144.11 ₹०, 18,508.52 ₹०, 11,596.63 ₹० और 5,829.74 ₹० है। ये आंकड़े, निर्वाचन सम्बन्धी उन विवरणियों के आधार पर तैयार किए गए हैं, जो निर्वाचित उम्मीदवारों द्वारा प्रस्तुत की गईं हैं।

उपर्युक्त निर्वाचन में, मुम्बई, मद्रास, कलकत्ता और दिल्ली के शहरी क्षेत्रों के अन्तर्गत आने वाले संसदीय निर्वाचन क्षेत्रों से निर्वाचन करने वाले अन्य उम्मीदवारों द्वारा, जिन्होंने अपना निर्वाचन व्यय सेवा प्रस्तुत किया था, किया गया व्यय क्रमशः 7,210.08 ₹०, 11,792.22 ₹०, 3,746.26 ₹० और 3,458.94 ₹० है।

सन् 1971 में लोकसभा के लिए हुए निर्वाचन में सरकार द्वारा किया गया प्रीसत व्यय, उन संसदीय निर्वाचन क्षेत्रों की बाबत, जो मुम्बई और दिल्ली के शहरी क्षेत्रों के अन्तर्गत आते हैं, कमज: 1,68,790.52 रु० और 44,216.83 रु० है। मद्रास और कसकसा के सत्रन्ध में ये प्रांकड़े प्रलग से उपलब्ध नहीं हैं क्योंकि लोकसभा के लिए और तमिलनाडु और पश्चिम बंगाल की विधान सभाओं के लिए निर्वाचन सन् 1971 में लोक सभा के साधारण निर्वाचनों के माध ही हुए थे।

1967 में हुए लोकसभा के साधारण निर्वाचन में निर्वाचित उम्मीदवार और साथ ही अन्य निर्वाचन लड़ने वाले उम्मीदवारों द्वारा किए गए प्रीसत व्यय के प्रांकड़े, ऐसे व्यय के प्रांकड़ों को छोड़ कर जो दिल्ली के शहरी क्षेत्र के अन्तर्गत आने वाले संसदीय निर्वाचन क्षेत्रों से उनके द्वारा किए गए थे, उपलब्ध नहीं हैं क्योंकि निर्वाचन लड़ने वाले उम्मीदवारों द्वारा फ्राइल किए गए निर्वाचन व्यय के लेखा बानी सुसंगत फ्राइलों की छंटाई करके उन्हें नष्ट कर दिया गया है। दिल्ली के शहरी क्षेत्र के अन्तर्गत आने वाले संसदीय निर्वाचन क्षेत्रों के मायले में प्रति निर्वाचन-ल निर्वाचित उम्मीदवार द्वारा किया गया प्रीसत व्यय 4,984.30 रु० है और निर्वाचन लड़ने वाले अन्य उम्मीदवारों द्वारा जिन्होंने निर्वाचन व्यय का अपना लेखा फ्राइल किया है किया गया व्यय 3,161.36 रु० है।

1967 में ऊपर उल्लिखित चार बड़े शहरों के शहरी क्षेत्रों के अन्तर्गत आने वाले संसदीय निर्वाचन क्षेत्रों में निर्वाचन के लिए सरकार द्वारा उपलब्ध व्यय के प्रांकड़ उपलब्ध हैं क्योंकि लोक सभा के लिए और राज्य विधान सभाओं के लिए निर्वाचन 1967 में ही हुए थे।

सरकार को इस सम्बन्ध में कोई जानकारी नहीं है कि लोक सभा और राज्यों की विधान सभाओं के निर्वाचनों में राजनीतिक दलों द्वारा और निर्वाचन लड़ रहे उम्मीदवारों से निम्न व्यक्तियों द्वारा कितना व्यय किया गया।

बहरहाल, राजनीतिक दलों और अन्य व्यक्तियों द्वारा किया गया व्यय, निर्वाचन बिधि की परिधि में नहीं आता।

(ख) उपर्युक्त से यह स्पष्ट है कि दिल्ली के शहरी क्षेत्रों के अन्तर्गत आने वाले निर्वाचन क्षेत्रों में 1971 में निर्वाचित उम्मीदवारों द्वारा किया गया प्रीसत व्यय 1967 में किए गए व्यय से 845.35 रु० अधिक था; निर्वाचन लड़ने वाले अन्य उम्मीदवारों के मामले में 1971 में किया गया व्यय 1967 की तुलना में 297.56 रु० अधिक है।

Unmanned Railway Crossings in Khurda Road Division

3764. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of unmanned railway crossings in Khurda Road Division of South Eastern Railway at present;

(b) how many and which of these crossings are proposed to be manned in the Fifth Plan for preventing accidents; and

(c) whether steps are being taken to have a gate at the crossing at Ujalagopinathpur in Khurda Road Division of South Eastern Railway for preventing many accidents occurring there?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 306 'C' class unmanned Level Crossings.

(b) Proposals for manning of the following seven unmanned Level Crossings are being finalised in consultation with the State Government —

- (i) At KM 433/9-10 between Bhubaneswar and Mancheswar.
- (ii) At KM 441/2 between Bhubaneswar and Retang
- (iii) At KM 605/7-8 between Golanthra and Berhampur
- (iv) At KM 438/12 between Ghantikhal and Naraj
- (v) At KM. 467/6-7 between Tapang and Kaipadar Road
- (vi) At KM 472/13 14 between Tapang and Kaipadar Road
- (vii) At KM 479/1 between Meramandali and Talcher

(c) Presumably, the reference is to manning of unmanned level crossing at Km 490/1-2 between Kalupara Ghat and Bhubaneswar stations. If so, the position is as under —

There was no accident at this level Crossing during the last three years viz 1972-73, 1973-74 and 1974-75. Further, the present volume of traffic does not justify its manning.

Manufacture of Sodium Antimony Gluconate Injection

3765. SHRI N. E. HORO:

SHRI M. S. PURTY:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state—

(a) whether Central Government have urged the member firms of the Indian Drug Manufacturers Association to produce sodium antimony gluconate injection on a priority basis following reports of an epidemic of 'Kala Azar' in Bihar;

(b) if so, the broad outlines thereof; and

(c) the steps Government have taken to increase substantially the production of this injection as there is a possibility of the disease spreading to other States?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH)

(a) to (c). Sodium Antimony Gluconate is an antimony compound used in the treatment of Kala Azar. Reports have been received about an outbreak of Kala Azar in Bihar and requests for drugs for its treatment are being received from the Bihar Government. A letter had therefore, been addressed on 6th Jan 1975 to the Secretary Indian Drugs Manufacturers Association, Bombay and All Indian Manufacturers Organisation, Bombay requesting that the member firms having the necessary competence to manufacture Sodium Antimony Gluconate injection should undertake the manufacture of this preparation on a priority basis.

A similar preparation for Kala Azar was being marketed by M/s Gluconate Limited, Calcutta under the name of 'Stibanate'. However, due to labour trouble the firm has suspended its manufacturing operations. In the meanwhile State Government has been advised to carry out insecticide spraying in the affected areas to control the transmission of the disease by sand flies. Measures are also being taken to improve the supply of suitable drugs for the treatment of the disease. The National Institute of Communicable Diseases, Delhi has undertaken intensive field studies into the various aspects of this disease and to outline suitable measures to check it.

Research Studies to explore the possibility of use of newer antibiotics and drugs for treatment of Kala Azar, are being intensified. Recently Amphotericin B, an antibiotic has been used abroad.

Loading Operation in Northern Railway

3766. SHRI H. K. L. BHAGAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Northern Railway have shown any improvement in loading operations during the last six months; and

(b) if so, the extent thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) In the 6 month period ending February, 1975 the Northern Railway have loaded 27,441 Broad Gauge and 9,418 Metre Gauge wagons more of originating traffic as compared to the wagons loaded in the corresponding 6 months of the previous year.

जलपान गृह (रिफ्लेक्ट) और अन्य स्टाल मालिकों द्वारा रेलवे को देय लेवी की बकाया राशि

3768. श्री धोंकार लाल बंदरवा : क्या रेल मन्त्री यह बताने की कृपा करें कि :

(क) जलपानगृह और अन्य स्टाल मालिकों द्वारा रेलवे को देय लेवी की बकाया राशि कितनी है; और

(ख) इस राशि के वसूल न किये जाने के क्या कारण हैं ?

रेल मन्त्रालय में उपमन्त्री (श्री बृद्ध सिंह) : (क) भारतीय रेलों पर जलपान-गृहों और दूसरे स्टाल ठेकेदारों द्वारा रेलों की देय लेवी की बकाया रकम 21,18,570.65 रुपये है ।

(ख) रकमों की वसूली न होने के मुख्य कारण ठेकेदारों की ओर से लेवी कम करने के लिए दिये गये अव्यावधान और बिबादों के कारण अव्यावधानों में चल रहे मामले हैं ।

Train Collision between Fagunagaon and Patiadaha Station

3769. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there was a collision between two goods trains between Fagunagaon and Patiadaha station of Northeast Frontier Railway on the 22nd January, 1975; and

(b) if so, the extent of loss due to this accident?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes. The collision took place between Partiadaha and Fagunagaon stations.

(b) The cost of damage to railway property is estimated at approximately Rs. 10,000

Need for Judicial Reforms

3770. SHRI BIRENDER SINGH RAO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Supreme Court of India has stressed in a judgment during December, 1974 upon the need for judicial reforms to tone up the processes of legal justice in the country;

(b) if so, what are the suggestions made by the Supreme Court in this regard; and

(c) what is Government's reaction thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) The Supreme Court in its judgment in Civil Appeal Nos. 1430 and 1431 of 1974 delivered on the 3rd December, 1974, after discountenancing long-winding arguments in courts,

has observed that condensed submissions and capsuled briefs familiar in certain foreign jurisdictions and other reforms may, perhaps with modifications, suit our genius.

(c) Government has not yet considered the matter in all its aspects.

Manufacture of Bulk Drug by certain Foreign Companies

3771. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the bulk drugs manufactured by M/s. John Wyeth, May & Baker, Roche, Pfizer, and Cynamide during the last three years; what are the CIF prices of each of these, if imported and the prices approved for these firms;

(b) what are the imported and indigenous raw materials used for each Kg. of bulk drug and under what approval these have been imported;

(c) what are the prices of formulations manufactured out of these bulk drugs, whether they were approved under Price Control Order; if so, the approved price and the number and date of approval; and

(d) what are one or two competitive items of these bulk drugs available in the market and their sale prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a), (b) and (d). A statement furnishing the available information in respect of M/s. May and Baker Ltd., M/s. Pfizer Ltd. and M/s. Cynamid India Ltd. is laid on the Table of the House. [Placed in Library. c: No. LT-9217/75].

Similar information in respect of Roche Products Ltd. is being collected and will be laid on the Table of the House. M/s. John Wyeth Bros. do not manufacture any bulk drug.

(c) Information regarding names of formulations based on these bulk drugs manufactured by these companies, prices approved for such formulations and approval No and date is being collected and will be laid on the Table of the House.

Funds Required for Working of CLW

3772. SHRI SAMAR MUKHERJEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of Government has been drawn to the fact that due to the lack of funds Chittaranjan Locomotive Work is not working upto the rated capacity, and

(b) if so, what steps do Government propose to meet the demands for required funds?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The production capacity at C.L.W. is presently being fully utilised within the constraints of power shortage etc. However, for the ensuing financial year 1975-76, owing to limitation of plan funds, steps are being taken to diversify the activities at C.L.W. for making full use of its production capacity.

Ceiling on Emoluments and Perquisites of Top Executives in Private Sector Companies

3773. SHRI MADHU LIMAYE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the question of ceiling on emoluments and perquisites of the top executives in the private sector companies has been the subject

matter of correspondence between the Ministry and Members of Parliament and the general public;

(b) if so, the statutory ceilings laid down by Government or ceilings suggested as guidelines; and

(c) whether in view of the need to check disparities in the salary/wages structure in the country, Government intend to reconsider these guidelines?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) Yes, Sir.

(b) The overall statutory ceiling on managerial remuneration to the extent of the eleven percent on the net profits is laid down under section 198(1) of the Companies Act. This ceiling comprises of five percent upto which an executive director or manager could be paid. Where there are two or more of such executive directors, their remuneration should not exceed ten percent under section 309(3) of the Act. The administrative guidelines which are designed to regulate managerial remuneration within the statutory ceilings were framed in November, 1969 and laid on the table of the Lok Sabha on the 2nd December, 1969.

The guidelines which were framed in respect of companies which do not make adequate profits to pay remuneration within the statutory ceilings were adopted in 1972 and laid on the table of the Lok Sabha on the 1st September, 1972. A copy of the clarificatory circular No. 15/74 issued in September, 1974 giving details of the perquisites that may be allowed to the managerial personnel is laid on the Table of the House. [Placed in Library. See No. LT-9218/75].

(c) While examining proposals requiring approval of the Government in regard to appointment of manage-

rial personnel, the criteria laid down under section 637AA of the Companies Act, 1956 including removal of disparities in income, are kept in view.

Wagon Shortage in Textile and Cement Industries

3774. SHRI SUKHDEO PRASAD VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the shortage of wagons that has affected severely textile and cement industries in the country; and

(b) if so, the necessary steps Government propose to take to meet their demand of wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The supply of wagons to the Textile and Cement Industries has been generally satisfactory

Special Committee Appointed by Government of Gujarat to study Judicial Procedures

3775 SHRI P. G. MAVALANKAR: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a Special Committee comprising some High Court Judges and legal 'pundits' was appointed by the Gujarat Government to study existing judicial procedures and processes and recommended changes for improvement;

(b) if so, the names of Members of the said Committee, their terms of reference and the broad outlines of work done by them;

(c) whether it has submitted its Report;

(d) if so, whether it is printed and made available to the public; and

(e) if not, why not?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) Yes, Sir.

(b) The Chairman and Members of the Committee are as indicated below:

Chairman:—

- (1) Shri Justice P. N. Bhagwati, Chief Justice of Gujarat High Court (upto 16-7-1973)
- (2) Shri Justice B. J. Divan, Chief Justice of Gujarat High Court (from 17-7-1973 to 31-1-1974).

Members:—

- (1) Shri Justice B. J. Divan, Judge of the High Court of Gujarat (upto 16-7-73).
- (2) Shri Justice D. A. Desai, Judge of the High Court of Gujarat.
- (3) Shri J. M. Thakore, Advocate-General, State of Gujarat.

(4) Shri M. C. Trivedi, Registrar, High Court of Gujarat (as he then was).

(5) The Secretary to Government of Gujarat, Legal Department.

(6) Shri K. H. Kaji, Advocate.

(7) Shri K. H. Kaji, Advocate.

(8) Shri B. V. Nankhvi, Advocate.

The terms of reference of the Committee were as under:—
(a) To investigate the circumstances and conditions, if any, which tend to prejudicially affect the efficiency of the administration of justice in the State and to suggest remedial measures with a view to making the system of administration of justice more efficient and responsive to the needs of the people;

(2) To examine the structure of the judicial system and suggest ways and means by which it can be rationalised and made an efficient instrument for cheap and expeditious administration of justice;

(3) To consider in what ways the procedures and practice of courts contribute to delay, expense and public inconvenience; how they can be altered or amended with a view to improving the administration of justice and making it simple, cheap, quick, competent and effective; and

(4) To make such other recommendations as the Committee may deem fit and proper with a view to improving the standard and efficiency of the administration of justice in the State.

The Committee has thoroughly reviewed the present system of judicial administration in Gujarat State and has made various suggestions for carrying out reforms in the system of judicial administration so as to make the administration of justice simple, cheap, quick and responsive to the needs of the people.

(c) Yes, Sir

(d) and (e). The State Government have decided to print and release the Report to the public as a priced publication and are taking necessary steps to get the Report printed.

Cases not referred to METP Commission

3776. SHRI B. V. NAIK: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what were the number of cases not referred to the Monopolies and Restrictive Trade Practices Commission during the calendar year 1974 (or data available part thereof); and

(b) what were the number of cases referred to the Monopolies and Restrictive Trade Practices Commission during the calendar year 1974 (or data available part thereof)?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) and (b). Out of 294 applications requiring consideration in 1974, under Chapter III of the MRTTP Act, 1969, 7 cases were referred to the Commission and 79 cases were decided without reference to the Commission.

Housing Accommodation for O & N.G.C. Employees in Tripura

3777 SHRI BIREN DUTTA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) what is the number of employees working under Oil and Natural Gas Commission Project Manager in Tripura;

(b) whether housing accommodation has become a great problem for them; and

(c) if so, what steps are being taken by the authority to solve the problem?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI).

(a) As on 1-3-1975, 578 regular employees were working at the Tripura Project of the ONGC.

(b) Yes, Sir. There is acute shortage of housing accommodation in Agartala.

(c) To ease the situation to some extent, the Commission has presently planned to construct 150 quarters for its employees; 60 such quarters are planned for construction at Agartala during 1975-76.

Confirmation of Staff in Communication Department (Southern Railway)

3778 SHRI CHANDRIKA PRASAD Will the Minister of RAILWAYS be pleased to state,

(a) whether many Senior Wireless Operators, Vehicle Drivers, Wireless Instrument Mechanics and Telecommunication Mechanics in the Communication Department on Southern Railway are kept temporary since several years, and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b) Confirmation of staff depends upon availability of permanent vacancies. The policy of the Government is to confirm as many temporary staff as possible. For this purpose the Railway Administrations have instituted a special drive for conversion of temporary posts into permanent ones so that the eligible staff can be confirmed against such posts. In the Signal & Telecommunication Department of the Southern Railway, in accordance with the above procedure, 28 more posts have now become available and confirmations to this extent will be effected shortly.

Closure of Industries in Kerala for Non-Availability of Petroleum Products

3779. SHRIMATI BHARGAVI THANKAPPAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether a large number of medium and small scale industrial units in Kerala State are being closed down due to non-availability of kerosene, diesel oil and other petroleum products; and

(b) if so, the measures being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) No such reports have been received in this Ministry.

(b) Does not arise in view of (a) above.

Revised Scale for Engineering Store Inspectors

3780. SHRI PANNA LAL BARUPAL: Will the Minister of RAILWAYS be pleased to state

(a) whether the revised scales of pay of Engineering Store Inspectors whose Authorised pay scale are Rs. 250—\$80, have not so far been declared by the Ministry of Railway as recommended by the Third Pay Commission with effect from 1st January, 1973; and

(b) the target date by which they will be fixed in the revised pay of scale?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The revised scale of Rs. 425—700 for the category of Stores Inspectors in the existing authorised scale of Rs. 250—380 in the Civil Engineering Department was notified on 26-2-1975.

Andhra Pradesh Government for Speedy Electrification of Madras-Vijayawada Section

3781. SHRI B. N. REDDY: Will the Minister of RAILWAYS be pleased to state;

(a) whether Andhra Pradesh Government had drawn the Centre's attention to the fact that the progress of work in regard to electrification of Madras-Vijayawada section is not satisfactory; and

(b) if so, the steps taken by the Centre in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Due to financial constraints, various electrification projects, alongwith Madras-Vijayawada, had to be re-scheduled. Every effort is being made to complete the electrification projects as expeditiously as possible, depending upon the availability of funds and resources.

Russian Expert Team Visit to Assam Oil Fields

3782. SHRI ROBIN KAKOTI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state—

(a) whether a Russian oil expert team has visited Assam's Oil fields and if so, when and which are the places this team has visited; and

(b) whether the team has submitted any report, and if so, what are their recommendations regarding exploration of oil resources in Assam?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) Yes, Sir. A team consisting of two Russian experts and a few Indian officers visited Galeki and Nahorkatiya oil fields and also the project establishments of the ONGC and Oil India Limited in Assam in January, 1975.

(b) No, Sir. The purpose of the team was only to collect basic geological data.

Low Production in CLW due to lack of Funds

3783. SARDAR SWARAN SINGH SOKHI: Will the Minister of RAILWAYS be pleased to state:

(a) what immediate steps Government propose to take to increase production of locomotives at Chittaranjan Locomotive Works, stop import of Electric Locomotives, and to set back to the ancillary industries; and

(b) whether some influential sections are pressing the authorities to import locomotives from their foreign collaborators, when the Indian made electric locomotive costs about 30 lakhs as against Rs. 50 lakhs of the imported one and whether the cut back in production of electric locos has produced a chain reaction in the Ancillary Industries?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) The production capacity at CLW is presently being fully utilised within the constraints of power shortage etc. However for the ensuing financial year 1975-76, owing to limitation of plan funds, steps are being taken to diversify the activities at CLW for making full use of its production capacity

(b) No, it is not correct to state that influential sections are pressing the authorities to import locomotives. However, to meet the requirement of locomotives of heavy duty for operation on graded hill sections of Central and South-Eastern Railways, Government is reviewing the need for suitable design heavy duty locomotives under bilateral trade agreements between the Governments of India and Czechoslovakia. No final decision has however yet been taken on this issue

Difficulties Faced by Durgapur Chemicals Limited in getting Technical Assistance for Repairs

3784 SHRI C. M. SINHA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Durgapur Chemicals Limited is suffering from technical assistance as it is facing difficulty in getting it repaired from its foreign collaborators;

(b) whether West Bengal Government has approached the Centre in this regard; and

(c) if so, reaction of the Central Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) to (c). The Chemicals Complex of M/s. Durgapur Chemicals—a West Bengal Government Undertaking—comprises of certain plants including a Phenol Plant. The Complex has not been operating satisfactorily. Efforts are being made by the State Government for rectifying the existing plants to bring about greater utilisation of the installed capacities. In connection with rectifying the defects in the Phenol Plant the West Bengal Government recently approached the Ministry of Petroleum and Chemicals for assistance in securing the services of a foreign firm. The State Government has been advised to have the work entrusted to a good Indian engineering Company with adequate experience for the purpose. If assistance from a particular foreign firm is required in any specific area, efforts may be made to obtain the same at the appropriate stage.

बरीनी से कटिहार तक (पूर्वोत्तर रेलवे)
बाइ गेज लाइन

3785. श्री ज्ञानेश्वर प्रसाद दादब: क्या रेल

मन्त्री यह बताने की कृपा करें कि :

(क) क्या पूर्वोत्तर रेलवे में बरीनी से कटिहार तक एक बाइ गेज लाइन बिछाने का कोई प्रस्ताव है; और

(ख) यदि हाँ, तो इस परियोजना पर कार्य कब तक प्रारम्भ हो जाने की आशा है ?

रेल मन्त्रालय में उपमन्त्री (श्री कृष्ण सिंह) : (क) और (ख). बरीनी-कटिहार बाइ गेज के आगामी परिवर्तन के लिए किये गये प्रारम्भिक इंजीनियरिंग-एवं-मातावात सर्वेक्षणों और वार्षिक अध्ययन की रिपोर्टों की

इस समय जाच की जा रही है। रिपोर्टों की जाच पूरी को जाने के बाद ही इस प्रस्ताव के सम्बन्ध में कोई विनिश्चय किया जायेगा।

कोरवा उर्वरक सन्त्यन्त्र का पूरा होना

3786. श्री लक्ष्मी नारायण पांडेय :
पेट्रोलियम और रसायन मन्त्री यह बताते कि कृपा करेंगे कि

(क) क्या मध्य प्रदेश में कोरवा म्यिन कायला-आधारित उर्वरक सन्त्यन्त्र की नीव वर्ष 1972 में रखी गई थी,

(ख) क्या यह सन्त्यन्त्र वर्ष 1875 में पूरा हो जाना था, और

(ग) यदि हाँ तो इस सन्त्यन्त्र का कितने प्रतिशत भाग पूरा हो चुका है ?

पेट्रोलियम और रसायन मन्त्रालय में राज्य मन्त्री (श्री के. आर. गणेश) (क) और (ख) 14 अप्रैल, 1973 का कारवा उर्वरक प्रायोजना की आधारशिला रखी गई थी। मूलतः प्रायोजना के 1977 के मध्य तक पूर्ण हो जाने की आशा थी किन्तु समाधान स्थिति को ध्यान में रखते हुए कार्यक्रम का पुनः चरणबद्ध किया जा रहा है।

(ग) प्रायोजना पर आरम्भिक कार्य किये गये हैं तथा इसमें स्थल निर्माण तथा कुछ निर्माण सुविधाओं की व्यवस्था सम्मिलित है, आयोजित सन्त्यन्त्र तथा मशीनरी के लिए कुछ आर्डर भी दिये गये हैं।

Enforcement of Anti-Dowry Law

3787 SHRI SHASHI BHUSHAN Will the Minister of LAW JUSTICE AND COMPANY AFFAIRS be pleased to state

(a) the names of States which have filed reports on the infringement of the law against the dowry system;

(b) whether the anti-dowry law is observed only in the breach and there is widespread feeling that the Government should give the law more teeth and enforce its observance, and

(c) if so, what steps Government propose to take in the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) (a) The number of cases filed in courts for violation of the law relating to dowry was recently ascertained from the State Governments and Union Territory Administration. One case each was filed in the States of Kerala, West Bengal, Haryana and Maharashtra. Two cases each were filed in the State of Madhya Pradesh and Union Territory of Chandigarh. Twenty-seven cases were lodged in the State of Punjab. Other State Governments and Union Territory Administrations have furnished a Nil report.

(b) and (c) There is a feeling that the Dowry Prohibition Act has failed to achieve its purpose. Certain recommendations made on the subject by the Committee on the Status of Women are under examination.

उच्चतम न्यायालय और उच्च न्यायालयों के सेवा निवृत्त न्यायाधीशों को न्यायाधिकरणों अथवा जांच आयोगों में पुनः नियुक्ति पर रोक

3788. श्री मूलचन्द डागा : क्या बिधि न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार कोई ऐसा कानून बनायेगी जिसमें कि उच्चतम न्यायालय और उच्च न्यायालयों के सेवा-निवृत्त हुए न्यायाधीशों की न्यायाधिकरणों अथवा जांच आयोगों में पुनः नियुक्ति पर रोक लगाई जा सके; और

(ब) यदि हां, तो तत्सम्बन्धी तथ्य क्या हैं ?

बिबि प्याय और कच्ची कार्य मन्त्री
(श्री एच० आर० गोखले) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Import of Rock Phosphate

3789. SHRI RAJDEO SINGH Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether rock phosphate, which is available in abundance in Rajasthan, is being imported;

(b) if so, the reasons thereof, and

(c) whether Government now consider it desirable to stop the import of rock phosphate immediately?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICAL (SHRI K. R. GANESH)

(a) and (b) Presently, indigenous production of rock phosphate falls short of the total requirements of the country and imports are arranged to bridge to the extent possible the gap between demand and supply

(c) No, Sir.

Set-back in Fertiliser Production Programme

3790. SHRI G. Y. KRISHNAN:

SHRI RAM PRAKASH;

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether fertilizer production programme in the country is again faced with another set-back due to excessive dependence on foreign aid specially from the World Bank; and

(b) if so, the steps Government have taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). No, Sir. Over the years, the country has developed a wide and diversified industrial base aimed at minimising dependence on foreign aid. The fertilizer industry, being in the core sector, receives adequate priority in the allocation of necessary foreign exchange.

The World Bank has so far extended credit assistance of about \$323 million to cover the foreign exchange component of the cost of Cochin II, Gorakhpur Expansion, Nanagal Expansion, Trombay IV, Sindri Modernisation and Phulpur. The World Bank has also agreed to provide assistance of about \$17 million for plant Operation Improvement Programme to improve the performance of operating units.

People died and injured in Oil Field Operation in Tripura

4741. SHRI BIREN DUTTA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of people died or permanently injured in oil field operation in Tripura under O.N.G.C. during the last three years;

(b) whether any compensation was given to the relatives of the dead workers and to the injured persons; and

(c) if so, what amount has been paid?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Setting up of a Fertiliser Plant at Sidhi District in M.P.

3792. SHRI G. C. DIXIT. Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Government have any scheme for a new Fertiliser Plant in the State of M.P. in Sidhi District based on the vast deposit of Singrouli coal field?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): Presently, no such scheme is under consideration.

Length of Railway net work in South Central Zone in different States

3793. DR. K. L. RAO: Will the Minister of RAILWAYS be pleased to state:

(a) what is the length of the Railway net work in the South Central Zone in each of the States of Andhra Pradesh, Tamil Nadu, Mysore and Maharashtra; and

(b) what is the percentage of employees from Andhra Pradesh in the South Central Railway in Class I, II and III?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The route kilometrage of railway lines of South Central Railway falling in the various States as on 31st March 1974 is as under:

State	Route Kilometres
Andhra Pradesh	2988.58
Tamil Nadu . . . . .	.
Karnataka	1240.11
Maharashtra	1854.75
Goa	79.06

(b) Information about State-wise strength of staff on the various zonal railways is not maintained.

Initial equity participation by Principals in M/s. Laderlay Laboratories and other Drug Firms

3794. SHRI P. M. MEHTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what was the initial equity participation in M/s. Laderlay Laboratories, Boots, B.D.H., Dumex Private Limited, Pfizer and Cynamide by their principals;

(b) the main features of the agreements entered into between the principals and the above firms, firm-wise;

(c) what were the items of manufacture envisaged initially by these firms and what are the changes made afterwards; and

(d) whether the agreement was approved by the Foreign Investment Board and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) Details of each company are indicated below:

S.No.	Name of the Company	Original equity Rs.
1.	M/s. Laderlay Laboratories (Cynamid India Ltd.)	(For cynamid) (I) Ltd. 1,50,200
2.	Boots Company India Ltd.	10,00,000
3.	B.D.H. (Since merged with Glaxo Laboratories (I) Ltd. (For Glaxo Laboratories (India) Ltd.	1,50,000
4.	Dumex Pvt. Ltd., N.A. (Since merged with Pfizer)	
5.	Pfizer Ltd.	2,00,000
6.	Cynamid (India) Ltd.	1,50,200

(b) to (d). Information is being collected and will be laid on the Table of the House.

Licences issued to M/s. Glaxo and certain other Drug Firms

3795. SHRI P. M. MEHTA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the broad features of the industrial licences, permission letters, COB licences issued to M/s. Glaxo, Burroughs Wellcome (I) Limited, Park Davis and Company and M/s. May & Baker during the Fourth Five Year Plan period;

(b) whether any fresh terms of collaboration were adopted or the existing collaboration agreements amended because of the issue of these licences/permission letters, if so, the broad features of each of them; and

(c) which are the formulations manufactured by these firms without any industrial licences and the reasons for allowing them to do so?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) Details of industrial licences and COB licences, item of manufacture and capacity granted in respect of M/s. Glaxo Laboratories (India) Limited, Bombay, M/s. Burroughs Wellcome (India) Limited and M/s. May and Baker (I) Limited during the Fourth Plan period are given in the attached statement. M/s. Parke Davis (I) Limited, Bombay were not granted any industrial licence and COB licence during this period. No permission letter was granted to the said companies during the said period.

(b) Neither any fresh terms of collaboration were approved nor were any amendments made to the existing agreements for the purpose of industrial licences given in the statement referred to in reply to part (a), laid on the Table of the House. [Placed in Library. See No. LT-9219/75].

(c) Details as to whether the said firms are manufacturing any formulations without any industrial licence are being collected and will be laid on the Table of the House.

Plan for requirement of Electric Power for Traction and Workshops

3796. SHRI DHAMANKAR:

SHRI VASANT SATHE:

Will the Minister of RAILWAYS be pleased to state:

(a) how many railway lines on the major trunk routes have been brought under electric traction and how many additional kilometres of the routes are likely to be brought under electric traction by the end of 1978-79;

(b) have any perspective plans been drawn up for such purposes and requirements of electric power for traction and railway workshops assessed; and

(c) what is the anticipated requirements of electric power by the end of 1978-79 as compared to the present demand and how far will it be met by its own generation and how far from other sources?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Following lines in the major trunk routes, linking Delhi, Calcutta, Bombay and Madras have already been brought under electric traction:

Sections	Route Kms.
1. Howrah-Tundla . . .	1233
2. Howrah-Durg & Bhunawal-Bombay . . .	1303
3. Kalyan-Pune . . .	138
4. Bombay Central-Vadodra .	395

Further 637 route Kms. on the major trunk routes are expected to be brought under electric traction by the end of 1978-79.

(b) Yes.

(c) The present requirement of power is approximately 600 MW for electric traction on all the electrified routes and workshops. It is expected to increase to about 850 MW by 1978-79.

Most of this requirement of power will be met from the State Electricity Boards' power-systems.

Original and Present Equity of Foreign Drug Firms

3797. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the original and present equity—foreign direct and indirect, bonus shares issued, if any, equity issued for other considerations, subscribed capital of the foreign drug firms with equity between 26 per cent to 40 per cent and what are the repatriations made by these firms during the last three years on the basis of this equity;

(b) what is the authorised capital, preferential and ordinary, issued capital, preferential and ordinary, foreign holdings (direct and indirect) sale turnover, net-profits including taxes for this period;

(c) how many industrial licences, no objection letters, permission letters etc., were approved/rejected to these firms during the last three years; and

(d) what is the production of bulk drugs, item-wise, firm-wise with value for the last three years, separately?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). A statement furnishing the available information in respect of companies having a foreign

equity of 26 to 40 per cent is laid on the Table of the House. [Placed in Library. See No. LT-9220/75].

(c) A statement furnishing the details of industrial licences and letters of intents granted to these companies and also the applications received but rejected during the years 1972, 1973 and upto December, 1974 is laid on the Table of the House. [Placed in Library. See No. LT-9220/75].

(d) A statement indicating the name of the bulk drug manufactured, quantity and value during the year 1970-71, 1971-72 and 1972-73 by M/s. UNI UCB Pvt Ltd, M/s Cibelul Ltd, M/s. Biological Evans Ltd, and M/s. German Remedies Ltd., is laid on the Table of the House. [Placed in Library. See No. LT-9220/75]. Remaining Companies do not manufacture any bulk drug.

Issue of COB Licences to Foreign Drug Firms with more than 26 per cent Foreign Equity

3798. SHRI BHALJIBHAI PARMAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) how many foreign firms with more than 26 per cent foreign equity have been given COB licences clubbed to the capacities during the last three years;

(b) reasons for giving these clubbed capacities;

(c) whether they have been over producing items of their liking and were allowed imports of raw materials for them, although they had shown specific capacities for these items in their applications if so, reasons for not restricting their over-production; and

(d) whether they had produced any bulk drugs to be utilised for the formulations over-produced by them during the last three years if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) to (c). Information regarding name of the items, licence No. and date granted to foreign majority drug companies under COB licences, during the years 1972, 1973 and 1974 with clubbed capacities have already been furnished in reply to Lok Sabha Unstarred Question No. 1186 answered on 25th February, 1975. Information regarding COB licences granted to companies having foreign equity between 26 per cent and 60 per cent during the same period is Nil. It will be seen from the statement therein that in some cases no additional capacity was granted but the items of manufacture were approved within the overall approved capacity with a view to enable the concerned units to manufacture the products as per market demand within the overall capacity. Import of raw materials to the units are regulated as per import Trade Control Policy in force from time to time.

(d) M/s. Smith Kline and French (India) Ltd and M/s. Laboratories Grimault Ltd., do not produce any bulk drug. Information regarding the bulk drugs required for the formulations, production during last three years of the bulk drug and formulation in respect of remaining companies is being collected and will be laid on the Table of the House.

Officer on Deputation to Different Departments

3799. SHRI ISHAQUE SAMBHALI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any period for which an officer of the Indian Railway Accounts Service can be sent on deputation has been prescribed if so, what and if not, the reasons therefor;

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(b) the particulars of officers who have been on deputation to various Ministries/Departments/Undertakings for the last more than 5 years;

(c) the posts held and pay drawn by these officers while on deputation and the posts they would have held and pay drawn in the Railway Department; and

(d) whether these officers are also being given the privilege of free passes and P.T.Os. while on deputation when they get enhanced pay and special pay in addition and if so, the reasons and justification therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Deputation of officers belonging to Indian Railway Accounts Service is governed by orders issued by the Government of India from time to time applicable to all Central Government Officers in general prescribing maximum period of deputation for tenure and non-tenure posts under Government or Public Sector Undertakings.

(b) and (c). A statement is laid on the table of the House. [Placed in Library. See No. LT-9221/75].

(d) According to the extent orders (of Railway Board) applicable to all Railway Officers including officers of the Indian Railway Accounts Service, privilege passes and P.T.Os. are admissible to deputationists on the scale admissible to serving railway officers upto a maximum period of four years of deputation beyond four years the deputations will be entitled to privilege passes and PTOs on the scale admissible to retired railway officers if the deputationist was entitled to such post-retirement passes and PTOs on the date of completion of 4 years of deputation. No relaxation in this matter has so far been given in favour of any of the officers included in the statement in this regard.

**Non Payment of Wages to Labourers
by Bhojudil Co-operative Labour
Society**

3800. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 62 on the 18th February, 1975 regarding representation from Chutia Railway Colony Labour Co-operative Society Limited, Ranchi and state:

(a) whether enquiry into the complaint of non-payment of wages to the labourers has since been completed;

(b) if so, the findings thereof; and

(c) if not, the causes of delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). As the labourers have gone to Court, the matter is *sub-judice*. Hence no enquiry could be held at present.

**Improvement in working conditions
and other facilities of Railway
Employees**

3801. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) the salient features of the steps Government have taken for the improvement of the working conditions and other facilities of the Railway workers in the recent months; and

(b) a brief outline of further steps they propose to take in that direction?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Apart from implementation of the recommendations of the Third Pay Commission, in respect of Railway employees, it has been decided to increase w.e.f. 1st April 1975 the annual per capita grant to the Staff Benefit Fund from Rs. 4.50 to Rs. 9.00.

Overbridges in Kerala

3802. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of railway overbridges sanctioned in the State of Kerala during the year 1974-75 and the total amount sanctioned therefor;

(b) what progress has been made in the construction of these sanctioned projects and the total amount spent so far; and

(c) if the works are not progressing as per schedule, the reasons therefor and the steps taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No new proposal for construction of road overbridges in lieu of existing level crossings in the State of Kerala was sanctioned during the year 1974-75.

(b) Does not arise.

(c) Does not arise.

**Canalised Items of Drugs Imported
by S.T.C.**

3803. SHRI SOMCHAND SOLANKI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the canalised items of drugs and pharmaceutical imported by STC during the Fourth Five Year Plan, item-wise, quantity, CIF prices and the prices at which they were sold;

(b) whether in a number of cases STC flouted the rules and regulations, charged high prices of their last imports and made huge profits; and

(c) what steps Government propose to take to help the consumers in cases where fabulous prices were charged by STC and what action is proposed to be taken against the officials responsible?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Industrial Licences issued to Hindustan Antibiotics Limited

3804. SHRI SOMCHAND SOLANKI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what are the industrial licences, import licences which have been given to Hindustan Antibiotics Limited during the Fourth Five Year Plan period, what are the targets achieved or implemented in regard to them; and

(b) the present production of Hindustan Antibiotics Limited, item-wise, capacity-wise, and how Government would like them to achieve the approved targets in the interest of the consumers in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) INDUSTRIAL LICENCES

Only one Industrial Licence for the manufacture of 8000 Kgs/annum of Semi-synthetic Penicillin was issued

in favour of M/s. Hindustan Antibiotics Limited on 20th March, 1972 during the Fourth Plan period. This project is under implementation and the first two stages in the manufacture of Ampicillin have been completed. Trial production of Ampicillin was started in August, 1974. Production attained upto 28th February, 1975 was 195.82 Kgs.

IMPORT LICENCES

Details of the import licence issued to M/s Hindustan Antibiotics Ltd., during the Fourth Plan period are given below:—

- 1 Import licence No. 1/A/1048643-C, dated 8th March, 1972 for import of Ampicillin for a c.i.f. value of Rs. 1,20,000/- against free foreign exchange.
- 2 Import licence No. 1/AU/1059219/S/NE/46/H/35-36 dated 13th March, 1973 for Ampicillin for a c.i.f. value of Rs. 2,40,000/- against Dutch credit.
3. Import licence No. 1/C/2029679/S/GN/50/H/37-38/CG. II dated 15th January, 1974 for import of a Glass lined reaction vessel and a positive displacement pump for a c.i.f. of Rs. 1,64,239/- against West German credit.

Licence mentioned against (2) above has not been utilised.

(b) The present production of Hindustan Antibiotics Limited is as under:

Product	Unit	Installed capacity	Targetted production 1974-75	Actual production upto 28-2-75.
1. Bulk Penicillin	MMU	84	61.44	56.02
2. Streptomycin	Kgs.	80000-90000	62,780	61,145
3. Hamycin Bulk	Kgs.	250	20.00	0.31
4. (i) Vit. C. Bulk	Tonnes	125	2.40	0.519
(ii) Sorbitol	"	..	188.00	125.11
5. Ampicillin Bulk	Kgs.	5000	..	195.82
6. Agricultural products				
(i) Streptocycline	Kgs.	} No separate capacity	1160	1207.23
(ii) Aureofungin Sol			511	433.66

In order to improve the production of streptomycin, Hindustan Antibiotics Ltd., have introduced a new strain which has improved their yield of this item. Similarly, in regard to Penicillin, steps have been taken to obtain a new technology which is expected to enable them to achieve substantial improvement in their production of this product. In regard to Hamycin, the process is under stabilisation and the product is being standardised. As regards Vitamin C, the problems of non-functioning of the indigenously fabricated refrigeration units, non-availability of Acetone, process problems due to use of Benzene as a solvent and certain problems of product quality were encountered, which have now been sorted out to a great extent. As a result, by the end of December, 1974, a regular stream upto the last stage has been established.

World Tour by M.Ds. of IDPL and HAL

3805. SHRI SOMCHAND SOLANKI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the M.Ds of IDPL and HAL went on a world tour last year to get technical know-how for a number of drug items;

(b) what is the report submitted by this group to Government who sanctioned this round-the-world tour for this 4-Member strong team which visited the world;

(c) what was the expenses and whether necessary approval of the Boards of Directors was sought; and

(d) if not, what action Government propose to take for contravening the rules and regulations of the company law and other regulations?

**THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI K. R. GANESH):**

(1) A delegation of technical team consisting of:

- (1) Dr. B. Shah, Deputy Director General, D.G.T.D.
- (2) Dr. P. R. Gupta, Drug Adviser, Ministry of P. & C.
- (3) Dr. L. K. Behl, Managing Director, IDPL.
- (4) Shri C. N. Chari, Managing Director, HAL.

visited Italy, Yugoslavia, Hungary, East Germany, West Germany Sweden, Switzerland, Japan and U.S.A. with a view to explore the possibility of obtaining technical know-how and assistance from the firms/organisations in those countries in the context of the public sector drug manufacturing programme during the Fifth Five Year Plan.

(b) The Group in their report, submitted to the Government, have mentioned about the contact they established with the large number of firms in the countries mentioned above. All the firms/organisations contacted by the delegation agreed in principle to the offer of technology, to the public sector or to their associates in the private sector. In cases where technology arrangements are already in existence with the public sector units, the international collaborators agreed in principle to extend the collaboration. A number of countries showed interest in exchanging products/technology in pharmaceutical chemicals and production facilities. The discussions are being continued in the fields of interest to India.

(c) and (d). The details of expenditure incurred and borne by IDPL on delegation's tour abroad are as follows:—

Air fare—Rs. 39,218.40 (inclusive 50 per cent of air fare of Dr. P. R. Gupta, Dr. B. Shah and 100 per cent of Dr. L. K. Behl).

Other expenses—Rs. 18,845.00

Total: Rs. 49,063.40.

A sum of Rs. 28,081/- was recovered from Hindustan Antibiotics Ltd., Pimpri on account of 50 per cent of the Air fare of Dr. P. R. Gupta, Dr. B. Shah and 100 per cent of Shri C. N. Chari. A further sum of Rs. 3,579/- (including Rs. 924/- towards excess baggage) is being debited to HAL on account of out-of-pocket expenses of Shri Chari, Dr. P. R. Gupta and Dr. B. Shah.

Information regarding foreign exchange released to Shri C. N. Chari and the debits in respect of accommodation and out-of-pocket charges of Dr. Gupta and Dr. Shah borne by Indian Embassies is being collected and will be laid on the Table of the House. The necessary approval of the Government to the Group consisting of two officers of the Government and the Managing Directors of IDPL and HAL was accorded for their trip abroad on 21st February, 1974.

Supply of Wagons to Bokaro Steel Plant

3806. SHRI S. N. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are supplying only 20 wagons a day to Bokaro Steel Plant;

(b) whether the Steel authorities require a larger quota of wagons; and

(c) if so, what makes the Railways to supply less wagons?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No. The average daily loading of Iron and Steel Products by M/s. Bokaro Steel Ltd., was 106 and 111 wagons respectively during January and February, 1975.

(b) and (c). Due to increased production of steel and commissioning of steel melting shop, the requirements of wagons by Steel Plant is going up and wagons are being supplied to meet the demand.

Cadre review and Upgradation of Class III Workers

3807. SHRI VASANT SATHE: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have assured for the 'cadre review' and for upgradation of 20 per cent post on ad hoc basis;

(b) whether while such a review has been done in officers Cadre I and II it is still pending in case of Class III;

(c) if so, what action has been taken in regard to cadre review for Class III workers?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). A review of the cadre structures of Class I Services has been completed. A similar review in respect of Class III and Class IV cadres is in hand and finishing touches are being given to a comprehensive scheme to upgrade a number of posts in the non-gazetted cadres. No assurance has been given by Government regarding the extent of upgradation.

Licences issued to M/s. Ciba (I) Limited

3808. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state;

(a) the broad features of the industrial licences, permission letters, COB licences and other facilities given to M/s. CIBA (I) Ltd. during the Fourth Five Year Plan period;

(b) whether any fresh terms of

collaboration were adopted or amendment to their existing collaboration agreement was made because of the issue of these licences, permission letters, if so, the broad features thereof; and

(c) which are the formulations that are manufactured by this firm, without industrial licences and the reasons for this latitude?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) to (c). The information is being collected and will be laid on the Table of the House.

Licences issued to M/s. Dental Products and Other Drug Companies

3809. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the broad features of industrial licences, permission letters, COB licences issued in favour of M/s. Dental Products Limited, Ethnor Products Limited, C.E. Fulford and Company and M/s. Indian Schering during the Fourth Five Year Plan period;

(b) whether any terms of collaboration were involved in any of these licences/permission letters and if so, their broad features and details of items approved; and

(c) what was the foreign exchange expenditure on each of these items and what was their production during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) M/s. Dental Products Ltd., M/s. Ethnor Ltd., M/s. C. E. Fulford (India) Pvt. Ltd., and M/s. Indian Schering Ltd., are operating in the non-organised sector. These units are yet to obtain any industrial licence under the Industries (Dev. & Reg.)

Act, 1951. The question as to whether a COB licence is required in their case or not is being examined.

(b) and (c). Information will be collected and laid on the table of the House.

Initial equity participation in M/s. CIBA (I) Limited

3810. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what was the initial equity participation in M/s. Ciba (I) Limited by Ciba Switzerland and broad features of the agreement entered into between the above two firms;

(b) what are the items of manufacture envisaged initially by Ciba (I) Limited and what are the changes made afterwards; and

(c) whether their agreement was approved by the Foreign Investment Board or any other agency if not, reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) to (c). The information is being collected and will be laid on the Table of the House.

Issue of Licences without Specifying Capacities

3811. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) how many licences/permission letters/no-objection letters have been issued to foreign drug manufacturers with more than 26 per cent foreign equity for the manufacture of bulk drugs without fixing capacities, which they have been producing for the last three years;

(b) whether it was one of the conditions of these approvals that capacities would be fixed at a later stage; and

(c) if so, why no capacities have been fixed so far, details of such approvals and will Government fix up the responsibility for not fixing the capacities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) to (c). Information is being collected and will be laid on the Table of the House.

मध्य रेलवे में शेष कर्मचारियों की बहाली

3812. श्री मंगान्तरण दीक्षित : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) मई, 1974 की हड़ताल के कारण मध्य रेलवे में कितने स्थायी, अस्थायी, मासिक वेतन वाले तथा दैनिक मजदूरी वाले कर्मचारी सेवा से बर्खास्त किये गये, हटाये गये अथवा जिनकी सेवाएं समाप्त की गईं;

(ख) इस बीच प्रत्येक वर्षी के कितने कर्मचारी काम पर वापिस ले लिये गये हैं; और

(ग) शेष कर्मचारियों की बहाली में विलम्ब के क्या कारण हैं ?

रेल मन्त्रालय में उप मन्त्री (श्री बृद्ध सिंह) : (क) से (ग) (1) सेवा से बर्खास्त किये गये, हटाये गये स्थायी कर्मचारी 457

(2) ऊपर (1) में से काम पर वापिस लिये गये कर्मचारियों की संख्या 311

(3) उन अस्थायी कर्मचारियों की संख्या जिनकी सेवाएं समाप्त की गयीं 1,244

(4) ऊपर (3) में से काम पर वापिस लिये गये कर्मचारियों की संख्या 1,241

(5) उन नैमित्तिक श्रमिकों/एजेंटों की संख्या जो नौकरी से निकाल दिये गये 4,267

(6) ऊपर (5) में से फिर से लगा लिये गये नैमित्तिक श्रमिकों/एजेंटों की संख्या 4,178

इससे प्रतीत होता है कि इतने अधिक मामलों की प्रसंग प्रसंग जाच करते, यह पता लगाने में कि उन्होंने हिंसा, तोड़-फोड़ या खरान धमकाने की कार्रवाइयों में भाग लिया था या नहीं, और यथासम्भव अधिक से अधिक कर्मचारियों को काम पर वापस लेने में अधिक विलम्ब नहीं हुआ है।

खण्डवा-इन्दौर रेलवे लाइन पर व्यव

3813. श्री गंगाधरच बी.जित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1973-74 में खण्डवा-अजमेर रेलवे लाइन के खण्डवा-इन्दौर सेक्शन पर कितना खर्च हुआ;

(ख) 31 मार्च, 1976 से पूर्व उक्त सेक्शन पर कितना कार्य पूरा करने का प्रस्ताव है; और

(ग) रेलवे लाइन के उक्त सेक्शन की उरला करने के क्या कारण थे ?

रेल मन्त्रालय में उपमन्त्री (श्री बृटा सिंह) : (क) 1973-74 में खण्डवा-इन्दौर खण्ड पर यही सुविधाओं, कर्मचारी सुविधाओं और रेल पथ नवीकरण पर लगभग 26 लाख रुपये की राशि खर्च हुई ;

(ख) 1974-75 में इन खण्ड पर रु. 26 लाख रुपये का खर्च की सम्भावना है और 1975-76 में परिष्कार के लिए 6 लाख रुपये का प्रस्ताव है।

(ग) इन खण्ड की उपरला नहीं की जा रही है।

रतलाम स्टेशन के रेलवे कर्मचारियों की बहाली

3814. श्री गंगाधरच बी.जित : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मई, 1974 की रेल हड़ताल के दौरान मध्य प्रदेश में रतलाम स्टेशन के कर्मचारियों को नौकरी से निकाल दिया गया था और क्या कुछ कर्मचारियों को अभी तक नौकरी पर नहीं लिया गया है ;

(ख) यदि हा, तो इसके क्या कारण हैं;

(ग) क्या नौकरी से निकाले गये कर्मचारियों को भविष्य में नौकरी पर नहीं लिया जायेगा, और

(घ) यदि हा, तो इसके क्या कारण हैं ?

रेल मन्त्रालय में उप मन्त्री (श्री बृटा सिंह) : (क) से (घ) जी हा। 20 के रेल कर्मचारियों को बर्खास्त किया गया था मेवा से हटाया गया था या उनकी सेवा समाप्त की गयी थी। इनमें से 204 कर्मचारियों को उनकी व्यक्तिगत अपीलों पर विचार करके सेवा में वापस ले लिया गया है; शेष 4 कर्मचारियों के मामले विचाराधीन हैं।

Pensionary benefits for Freedom Fighters Employed in Railways

3815: SHRIMATI MUKUL BARNERJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether delay in taking decisions on representations from certain Railway employees for counting their past service which was broken or discontinued due to participation in freedom struggle has caused hardship to such Railway servants, in exercising their options for pensionary benefits after implementation of revised pay scales introduced as a result of the recommendations of the Third Pay Commission; and

(b) If so, reasons for not deciding their cases so far in each case?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The service prior to dismissal, removal or resignation in respect of freedom fighters is already counted for pension.

Employment to dependents of Employees who died while on duty (Northern Railway)

3816. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the youngmen/women whose cases for employment are pending with Northern Railway in view of their parents having died on posts of duty;

(b) the dates on which applications for employment were received in each one of these cases, and

(c) whether in view of the sufferings caused to the respective families by the death of earning members, three cases would be expedited?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Cases for appointment of dependent of deceased railway employees on compassionate grounds are processed expeditiously and for this purpose the following priorities have been laid down:

- (i) dependents of Class III & IV who die or are permanently crippled as a result of their devotion to duty;
- (ii) dependents of Class III & IV who die in harness as a result of Railway accidents while off duty; and
- (iii) dependents of Class III & IV who die in harness as a result of natural causes.

Cases under priority (iii) being larger in number, majority of which relate to appointment in Class IV posts, the Railway administrations have been finding it difficult to accommodate them as sufficient number of suitable Class IV posts are not readily available, particularly for women.

Expansion of Cochin Refineries

3817. SHRI VAYALAR RAVI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what progress has been made in the expansion programme of the Cochin Refineries Limited; and

(b) a brief outline of further steps Government propose to take in that direction and the total amount sanctioned for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) and (b) The expansion of the capacity of the Cochin Refinery from 2.5 million tonnes to 3.3 million tonnes per annum was completed in August, 1973 at a total cost of Rs. 525 lakhs.

Charges against Companies made by MRTP Commission

3818. SHRIMATI PARVATHI KRISHNAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1075 on the 27th February, 1974 regarding Indian Oxygen Limited and state:

(a) the details of the reported charges made by the M.R.T.P. Commission against 15 various companies including Indian Oxygen Limited, for their concentration in Trade and Resale Maintenance and Exclusive Dealings;

(b) whether Government have taken any action on the charges against these companies and various recommendations made by MRTP Commission in this regard; and

(c) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA):

(a) The M.R.T.P. Commission has not instituted any inquiry so far against M/s. Indian Oxygen Ltd. In the absence of the names of the other 14 companies, it is not possible to say whether any inquiry in respect of restrictive trade practices has been instituted against any of them. Attention is, however, drawn to particulars relating to inquiries by the MRTP Commission under section 10 of the MRTP Act, 1969 contained in the three Annual Reports on the execution of the provisions of the Act for the years 1971 to 1973, copies of which were laid on the Table of the House. A statement furnishing similar information relating to the year 1974, is laid on the Table of the House. [Placed in Library. See No LT-9222/75].

(b) The MRTP Commission exercises mandatory power under section 37 of the MRTP Act, 1969 in regard to restrictive trade practices indulged in by undertakings.

(c) Details of the inquiries instituted by the MRTP Commission into restrictive trade practices indulged in by undertakings and the results thereof are furnished in the Commission's Annual Reports on its working laid on the Table of the House.

Raising Prices of Soaps by Hindustan Lever Ltd.

3819. DR. RANEN SEN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether prices of Lifebuoy, Lux, Rexona and Sunlight were raised by the foreign company Hindustan Lever Limited following the lifting of the price control on soaps; and

(b) if so, the justification thereof and action taken thereon by Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) Yes, Sir. After the lifting of informal price control, prices of soaps including those of M/s Hindustan Lever have gone up.

(b) Earlier, before the lifting of price control, the Indian Soaps and Toiletries Makers Association had represented that in view of the unremunerative prices of soaps they were unable to purchase adequate quantities of oils at the prevailing prices. The Government is keeping a watch on the situation.

निर्वाचन क्षेत्रों का परिसीमन

3820. श्री जनेश्वर निष : क्या बिधि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) समस्त देश में निर्वाचन क्षेत्रों के परिसीमन का कार्य कब तक पूरा हो जायेगा; और

(ख) क्या सरकार निर्वाचन क्षेत्रों का परिसीमन कार्य सम्पन्न करवाये बिना भी निर्वाचन कराने की सोच रही है ?

बिधि, न्याय और कम्पनी कार्य मन्त्री (श्री एच० झार० चौधरी) : (क) इस कार्य के मई, 1975 तक पूरा हो जाने की आशा है ?

(ब) ऐसा कोई प्रस्ताव विचारणीय नहीं है।

Price Control on Soaps

3821. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is a fact that price control on all varieties of soaps has been abolished;

(b) whether the prices of soaps in common use like Hamam, Rexona, Lux and Lifebuoy have since risen by more than 30 per cent;

(c) whether acute shortage still persists as a result of low production, and

(d) if so, the steps Government propose to take to step up production, increase availability and reduce prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) The informal price control on the prices of soap under which the soap manufacturers in the organised sector were required to consult Government before effecting any revision in the prices of laundry and popular brands of toilet soaps was lifted with effect from 19th September, 1974.

(b) and (c). After lifting of the informal price control, while prices of soaps have gone up the availability position of soap has improved and no shortages are being reported. The Government is however, keeping a watch over the prices.

(d) Does not arise.

Criminal cases pending against Indian Express and Andhra Pradesh Group of Papers

3822. SHRI BHOGEN德拉 JHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state what are the details about

the criminal cases under investigation or pending disposal against the Indian Express and Andhra Pradesh groups of papers and concerns connected with Shri R. N. Goenka and what steps are being taken to expedite the same?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): Central Bureau of Investigation is investigating one case under sections 120-B read with section 409, 477-A, I.P.C. and 409 and 477A I.P.C. against Shri R. N. Goenka, Chairman of the Board of Directors of M/s. National Company Limited, Calcutta, and others.

Another case under section 120-B I.P.C. read with 420 I.P.C. 420, 467 and 471 I.P.C. against the management of the aforesaid company was filed on 27-12-67 before Chief Presidency Magistrate, Calcutta. The case could not progress in the court because of the inter-locutory petitions filed by the accused. The case is pending trial before the Magistrate's Court.

In the case of Andhra Pradesh Private Limited, Central Bureau of Investigation after investigation filed charge sheet on 21-5-1973 in the Court of Special Presidency Magistrate, Madras for offences under sections 120-B I.P.C. read with Section 420 I.P.C. 467 read with Section 471, 477A I.P.C. The case is now pending before the Chief Metropolitan Magistrate, Madras.

Price Control on essential Bulk Drugs

3823. SHRI K. MALLANNA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are considering a proposal for limiting the price control to a few essential bulk drugs used for essential formulations instead of going into the price structure of about 300 items of bulk drugs; and

(b) if so, the main features regarding the policy of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). Government of India have set up a Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukhlal Hathi whose terms of reference *inter-alia* include:

"To examine the measures taken so far to reduce the prices of drugs for the consumer and to recommend such further measures as may be necessary to rationalise the prices of basic drugs and formulations."

Appropriate action will be taken by the Government in the light of the recommendations made by this Committee which is expected to submit its report in April, 1975.

Take-over of M/s. Smith Stanistreet and Company

3824. PROF. MADHU DANDA-VATE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have dropped the proposal of taking over M/s. Smith Stanistreet and Company Limited, Calcutta; and

(b) if not, the reasons for its delay?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). The whole question of future set up and rehabilitation/reconstruction of M/s. Smith Stanistreet and Company is being examined in detail by Government in consultation with I.D.P.L. and the Industrial Reconstruction Corporation of India.

Interim Report of the Committee appointed by Shri Jayaprakash Narayan on Electoral Reforms

3825. PROF. MADHU DANDA-VATE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken note of the interim report on Election reforms published by the Committee appointed by Shri Jayaprakash Narayan; and

(b) if so, what is the reaction of Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). Certain newspapers have published reports of the suggestions said to have been made by the Tar-kunde Committee on electoral reforms appointed by Shri Jayaprakash Narayan. However, proposals for amendment of Election Law were considered by a Joint Committee of Parliament and a Bill to comprehensively amend the Representation of the People Acts, 1950 and 1951, generally based on the recommendations made by that Committee in its Report was introduced in the Lok Sabha and is pending consideration in the House. Government have an open mind in the matter and will hold discussions with the leaders of political parties in this behalf.

Bi-weekly Train between Chopan and Singrauli

3827. SHRI NARENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the bi-weekly train between Chopan and Singrauli has been shown to be in existence in the latest Railway Time Table published by the Railway Board;

(b) whether the train in fact is not running between these two places; and

(c) if so, the reasons for not introducing this train even after it has been shown in the Time Table?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c) A pair of mixed train 1 CS/2 CS was proposed to be introduced on Chopan-Singrauli section of the Eastern Railway in the Time Table coming into force from 1-10-74 in anticipation of sanction from Additional Commissioner for Railway Safety for opening this Section to passenger traffic. Since the ACRS's sanction was not received in time, a press notification was issued notifying for the information of public that this service will be introduced on and from a date to be notified later. The sanction from ACRS is still awaited.

Financial Resources for Inland and Offshore Oil Exploration

3828. SHRI N. K. SANGHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a real break through for achieving self-sufficiency in oil depends on the identification of resources within the country, both inland and offshore, and the present financial resources do not warrant completion of this task within the next three years;

(b) whether unless the present efforts are expedited, the cost of exploration will go up and will further retard the target of self-sufficiency for the country; and

(c) if so, whether Government are considering the desirability of setting up a second national agency for oil exploration and if so, when a decision in this regard will be taken?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) to (c). Self-sufficiency in oil will depend on intensive exploration in prospective areas and the discovery of large oil reserves. It is Government's endeavour to set-up the exploration effort and to develop discovered oil-fields expeditiously. Financial constraints would not stand in the way of maximising indigenous oil production. Government are not planning to set up any new operational undertaking for the purpose of oil exploration.

Survey for oil

3829. SHRI N. K. SANGHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the State-wise break-up of the locations where survey is at present being conducted for oil;

(b) the names of the locations where the possible availability of oil has been determined and the programme in regard to the other locations; and

(c) whether any preliminary survey of the offshore areas, particularly the river basins, has been conducted and if so, the prospect of the availability of oil in these areas?

**THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI C. P. MAJHI):**

(a) At present 26 seismic, 5 gravity-

cum-magnetic and 14 geological field parties of ONGC are carrying out exploratory surveys for oil in the following areas:

State	Locations for geological survey	Locations for geophysical survey
Assam	Bhairabi anticline, Mikur Hills, Kopili Valley.	Sibsagar
West Bengal	..	Burdwan, Bankura, 24—Parganas, Nadia District.
Mizoram	Part of Janpet anticline	—
Tripura	Atharmura anticline and part of Janpet anticline	—
Nagaland	Naga Hills	—
Arunachal Pradesh	Simma Parbat anticline between Bhareli and Dikrang rivers	—
Orissa	—	Cuttack and Balasor districts.
Andhra Pradesh	—	Adilabad, Karimnagar, Warangal and West Godavari districts.
Tamil Nadu	Palar and Parnaiyar basins	Tanjor district
Madhya Pradesh	Areas between Hoshangabad—Betul, Piparia-Chhindwara and Godawara —Parasia	—
Marashtra	Around Chanda upto Wardha river in the west and Andhra river in east	—
Gujarat	—	Broach, Baroda, Kaira, Ahmedabad, Mohnana and Sabarkantha.
Rajasthan	Area between Kichand-Bap-Kolayat in west and slouth of Nagaur-Rolquian to north of Bikaner in east.	Jaisalmer and Bikaner districts.
Himachal Pradesh	—	Kangra and Hamirpur districts.
Uttar Pradesh	—	Shahjahanpur, Badaun and Pilibhit districts.

The Oil India Limited apart from proving the extent and developing the resources of its two important oil fields at Nahorkatya and Moran in Assam, has undertaken intensive exploration for oil at Tengakhat, Nagan, Jorajan and Tarajan areas (all in Assam) and at Kharang in Arunachal Pradesh

(b) Oil has been struck in Galeki, Borholla, Amguri and Charali in Assam. Exploratory activities are continuing with a view to find favourable structures for drilling in various other areas.

(c) Yes Sir. However prospects can be known only after detailed surveys are conducted and wells are drilled and tested.

Reports submitted on electoral reforms

3830. SHRI SAMAR GUHA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether a number of reports have been submitted to Government regarding electoral reforms since 1971;

(b) if so, facts thereabout;

(c) salient features and the recommendations made in these reports; and

(d) reaction of Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) to (c). The report of the Joint Committee on Amendments to Election Law was laid on the Table of the House on March 13, 1972

The Report of the Election Commission on the Fifth General Election (1971-72), which inter-alia contained certain suggestions for amendment of election law, was placed on the Table of the House on February 27, 1973

(d) A Bill comprehensively to amend the Representation of the People Acts, 1950 and 1951, prepared after studying those reports, was introduced in the Lok Sabha and is pending consideration in the House. Government have an open mind in the matter and will hold discussions with leaders of political parties in this behalf.

Proposals to hold Islamic Law Conference

3831. SHRI ARVIND M. PATEL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the All India Muslim Personal Law Board propose to hold an Islamic Law Conference in India to review the Muslim Personal Law situation throughout the world; and

(b) if so, the salient features thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) No such information has been received in this Ministry.

(b) Does not arise.

Coaches for housing CRP, BSF, SAP, PAC, Personnel during Railway Strike

3832 SHRI JYOTIRMOY BOSU: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 4917 on the 17th December, 1974 regarding coaches for housing CRP, BSF, SAP PAC personnel during railway strike and state:

(a) whether the necessary information has been collected since then;

(b) if so, the salient features thereof; and

(c) if not, when the information, as asked for, will be laid on the Table of the House?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, and has already been furnished on 1-3-1975.

(b) 237 coaches were made available for housing the CRP, BSF, SAP, PAC personnel during the last Railway strike.

(c) Does not arise.

Remuneration to Company Directors

3833. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Starred Question No. 514 on the 17th December, 1974 regarding payment of remuneration to Company Directors and state:

(a) total amount paid as salary, allowances, commissions and perquisites to each Chairman, Managing Director

and Director of the following Companies year-wise, during the last three years, viz. (i) Colgate Palmolive; (ii) Bata Shoe Company, (iii) ITC, (iv) Indian Iron and Steel Company, (v) Shaw Wallace Company, (vi) Gramophone Company, (vii) Hindustan Lever, (viii) Union Carbide, (ix) Brooke Bond Co. and (x) Hind Motors Limited;

(b) details of the value of perquisites paid to each of the Director during the same period;

(c) whether guidelines framed by Government in November, 1969, have been strictly followed in this regard; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (d). Information is being collected and will be laid on the table of the House.

Agreement with Arab Oil producing countries

3834. SHRI S. R. DAMANI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the main features of agreements reached with Arab oil producing countries on long term basis for import of oil; and

(b) whether negotiations were held to set off some of the cost against specific items of exports to those countries and if so, the broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) Following arrangements have been made for the import of crude oil during 1975 from the Arab Oil Producing Countries—

Name of the Country	Quantity (M. Tonnes)
Iraq	2.8
Saudi Arabia	1.1
United Arab Emirates	1.0

These supplies have been arranged bilaterally. It is not in the public interest to disclose the other details.

(b) No, Sir.

Survey for Dhalli-Rajhara-Jagdalpur rail link

3835. SHRI BHAGAT RAM MANHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether survey for the Dhalli-Rajhara-Jagdalpur rail link has been completed; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUT SINGH): (a) and (b). Final Location-cum-Traffic Survey from Dhalli Rajhara to Jagdalpur has already been completed and the reports are under examination. It has been revealed by the survey report that this project of length 241 kms. will cost Rs. 46 crores and yield a return of 7.84 per cent with Steam Traction and 7.97 per cent with Diesel Traction. A decision regarding the construction of this line will be taken after the reports are examined.

Suggestions from Chief Minister of Kerala for offshore drilling in Kerala Coast

3836. SHRI C. JANARDHANAN:
Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Chief Minister of Kerala had written a letter requesting him to reconsider the decision regarding the offshore drilling in Kerala Coast;

(b) if so, the broad outlines regarding the suggestions made by the Kerala Chief Minister; and

(c) the decision of the Central Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI):
(a) and (b). In his letter to the then Minister of Petroleum and Chemicals, the Chief Minister of Kerala laid stress on taking immediate necessary steps for starting exploration for oil along the coast of Kerala. In reply, he was *inter alia* informed that on the basis of information available no drilling operations are at present envisaged in Kerala State during the Fifth Five Year Plan. Additionally, the Chief Minister was informed that oil exploration is a very risky and costly venture and the more prospective areas, whether on-shore or off-shore, receive a higher priority.

(c) The possibility of exploration operations in off-shore areas will be considered in future as and when resources and the necessary inputs are available.

Production and import of crude oil

3837. SHRI ARJUN SETHI:
SHRI RAM PRAKASH:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the quantity of crude oil Gov-

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ernment have decided to extract from the wells in the country and the quantity targets to be imported during the Fifth Five Year Plan period?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI):
Indigenous crude production expected during the year 1974-75, and the targets for the remaining years of the Fifth Five Year Plan are as follows —

Year	Estimated production
	(Million tonnes)
1974-75	7 62
1975-76	8 46
1976-77	10 25
1977-78	11 65
1978-79	11 72

Crude Oil imports during 1974-75 are expected to be 139 million tonnes. Imports during the remaining years of the Fifth Plan will depend largely on the allocation of foreign exchange that can be made available

राज्यों को मिट्टी के तेल की सप्लाई

3838. श्री विमल मिश्र : क्या पेट्रोसिजन और रसायन मंत्री यह बताने की कृपा करेंगे कि

(क) वर्ष 1973 और 1974 में विभिन्न राज्यों को अलग-अलग कितना कितना मिट्टी का तेल (काळा और सफेद) और पेट्रोल सप्लाई किया गया;

(ख) वर्ष 1975 में कितनी मात्रा में मिट्टी का तेल और पेट्रोल सप्लाई किया गया अथवा करने का प्रस्ताव है ;

(घ) क्या सरकार विभिन्न राज्यों की जनसंख्या अथवा खपत के आधार पर मिट्टी के तेल अथवा पेट्रोल की सप्लाई करती है ;

(ङ) क्या बिहार का जनसंख्या के अनुसार राज्य में दूसरा स्थान है और उसे अन्य राज्यों की तुलना में कम मिट्टी का तेल और पेट्रोल मिलता है, और

(ड) क्या सरकार का विचार तेल की सप्लाई समान आधार पर करने का है ?

पेट्रोलियम और रसायन मन्त्रालय में उपसम्प्री (बी सी 0 पी 0 मास्त्री) : (क) 1973 और 1974 के दौरान श्रेष्ठ मिट्टी के तेल (सफेद मिट्टी का तेल) की राज्यवार बिक्री दिखाने वाला विवरण सभा पटल पर रख दिया गया है। [ग्रन्थालय में रखी गयी। देखिए मसूदा LT 9223/75]। इस समय देश में घटिया मिट्टी का तेल (काला मिट्टी का तेल) का उत्पादन विपणन नहीं किया जाता है। जहाँ तक मोटरमिस्ट (पेट्रोल) का सम्बन्ध है सूचना राज्यवार नहीं रखी जाती।

(ख) (i) इस समय मोटर स्प्रीट का वितरण खुला हो गया है। उसकी मांग 1973 की तुलना में 1974 में, लगभग 21.5 प्रतिशत तक कम हुई। 1975 में वर्तमान मांग के स्तर की सप्लाई को पूरा करने का सम्भावना है।

(ii) नवम्बर, 1974 में मिट्टी के तेल की कटीनी में छूट दी गई थी और राशियों के कोटा में कुछ वृद्धि की गई थी। इस समय, इस आवंटन के स्तर को रखने का प्रस्ताव है।

(ग) मिट्टी के तेल का आवंटन गन वनों की खपत के सकेतों के आधार पर किया जाता है जिसमें उन अन्य सप्लियों जैसे विकल्पी

ईंधनों की उपलब्धि, विजलीकरण की सीमा और कतिपय सामयिक कार्यों विवरण सप्ल पर प्रभाव पड़ता है के लिए मुंजाइम रखी जाती है।

(घ) उपर्युक्त (ग) को ध्यान में रख कर प्रश्न नहीं उठता।

(ङ) सप्लाई की वर्तमान पद्धति न्याय-संगत और उचित समझी जाती है।

समस्तीपुर सब-डिवीजन से बगहा तक जाने वाली रेलगाड़ियों का बन्द किया जाना

3839. श्री विभूति मिश्र : क्या रेल मन्त्री यह बनाने की कृपा करेंगे कि

(क) क्या समस्तीपुर सब-डिवीजन की अनेक गाड़ियां विशेषकर समस्तीपुर में मुजफ्फरपुर अथवा दरभंगा होकर बगहा जाने वाली गाड़ियां लगभग एक वर्ष पूर्व बन्द कर दी गयी थी,

(ख) क्या इस पर परिणाम स्वरूप लोगों को बहुत असुविधा हो रही है और

(ग) यदि हां तो सरकार का उक्त गाड़ियों को बन्द तथा पुन चलान का विचार है ?

रेल मन्त्रालय में उपसम्प्री (बी बूटा सिंह)

(क) समस्तीपुर स्टेशन में जिनकी सवारी गाड़ियों का चलना बन्द कर दिया गया था उनमें 13 जोड़ी सवारी गाड़ियां अभी नहीं चल रही हैं। जिनमें से 14 जोड़ी गाड़ी मुजफ्फरपुर और बगहा के बीच चलने के लिए निर्धारित की गयी थी। दरभंगा और बगहा के बीच चलने के लिए कोई मोड़ी गाड़ी निर्धारित नहीं की गयी है।

(ख) जी नहीं, वैकल्पिक गाड़ियों की उपलब्धता को देखते हुए।

(ग) रेलवे के पास कोयले का स्टॉक जैस-जैने बढ़ता जायेगा उसी के अनुसार 1-3-1975 से समस्तीपुर मण्डल में रह की गयी गाड़ियों में 1 अर्धशक्ति गाड़ियां धीरे-धीरे फिर से चलाई जा रही हैं।

Views of Chief Minister of West Bengal on application of M.R.T.P. Act to the State

3840. DR. RANEN SEN.

SHRI Y. ESWARA REDDY:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the views expressed by the Chief Minister of West Bengal opposing the application of M.R.T.P. Act to the State, while addressing the annual general meeting of Bengal Chambers of Commerce, and

(b) if so, the facts thereof and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) and (b) A report in this regard had appeared in certain newspapers wherein the Chief Minister is reported to have stated that the implementation of the Monopolies and Restrictive Trade Practices Act has adversely affected West Bengal more than other States, but Central Government have no information on the statement ascribed to the Chief Minister, West Bengal. In so far as the Central Government is concerned it does not intend to deviate from the well-recognised and accepted policies with regard to administration of the provisions of the MRTP Act, 1969 in the States to which it extends

Railways under operation by companies

3841. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are still some railways operating in the country which are owned and operated by companies registered and located in foreign countries;

(b) if so, the name and situation of the railways and length of its route kilometrage; and

(c) whether Government are contemplating to nationalise it in near future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) No.

(b) and (c) Do not arise

Fall in demand due to increase in crude prices

3842 SHRI RAJDEO SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether since the steep rise in prices of crude, the demand for petroleum products in the country has come down;

(b) if so the percentage of the fall in demand, and

(c) whether this fall of demand is a World-wide phenomenon?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI):

(a) and (b) Yes, Sir The consumption of petroleum products in the country during 1974 was approx 22.73 million tonnes as compared to approx. 23.49 million tonnes in 1973 thus recording a fall of about 3.1 per cent

(c) This is mainly due to restraint on consumption brought about through regulatory and fiscal measures. However, according to provisional consumption figures available a fall in consumption is also noted in the main consuming countries, namely, U.S.A., Japan, France, Federal Republic of Germany, Italy and U.K.

Psycho-Technical Cell for job requirements of operating personnel

3843. SHRI RAJDEO SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Psycho-Technical Cell has evolved a number of Psycho-technical tests for determining the job requirements of operating personnel and to assess the skills and abilities essential for professional success and safe working; and

(b) if so, the reasons why responsibility for accident till this day as the largest single factor is failure of human element?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes. The Psycho-Technical Cell of the Research, Designs and standards Organisation Lucknow has evolved psychological tests for recruitment/selection of train working and train passing staff with a view to improving operational safety

(b) It is too early to assess the impact of these tests on the incidence of accidents as they have so far been applied only to a very small percentage of staff and that too only recently. However, job related abilities and skills are not the only factors which affect the involvement of human element as a cause for accidents

Extension of goods shed on the metre gauge line at Miraj

3844. SHRI ANNASAHAB GOTKHINDE. Will the Minister of RAILWAYS be pleased to state:

(a) whether the Divisional Superintendent, Hubli, South Central Railway has received representations dated 28th March, 1974 and 24th July, 1974 from the Chamber of Commerce, Sangli regarding the extension of goods shed on the metre gauge line at Miraj; and

(b) if so, the action taken in the matter in order to remove the difficulties experienced by the traders?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes, a representation dated 24th July, 1974 was received.

(b) The goods shed at Miraj would be extend subject to availability of funds.

बीबी मिलों की शेयर पूंजी

3845. डा० लक्ष्मी नारायण पांडेय : क्या बिबि, न्याय और कम्पनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में जाबरा, माहिदपुर और दालीदा शहरों में स्थित क्रमशः जाबरा शूगर मिल्स, प्राइवेट लिमिटेड, गोविन्दराम मोदी शूगर मिल्स माहिदपुर और जी.जी.राब शूगर मिल्स, दालीदा की शेयर पूंजी कितनी-कितनी है,

(ख) उपराक्त प्रत्येक मिल के शेयर-धारियों के नाम क्या क्या हैं, घर

(ग) उक्त मिलों के निदेशक मण्डल के सदस्यों के नाम क्या-क्या हैं और उनके सेलिंग एजेंट तथा सोल सेलिंग एजेंट कौन-कौन हैं ?

बिबि, न्याय और कम्पनी कार्य मंत्रालय में उप-मंत्री (बी.वे.सत बरुवा) : (क) दिनांक 30-4-74 तक जाबरा शूगर मिल्स प्राइवेट लिमिटेड की शेयर पूंजी और दिनांक 29-3-1974 तक जी.जी.राब शूगर कम्पनी लिमिटेड की शेयर पूंजी क्रमशः 30.22 लाख रु० और 21.95 लाख रु० थी। गोविन्दराम मोदी शूगर मिल्स, माहिदपुर कम्पनी अधिनियम के अन्तर्गत पंजीकृत कम्पनी आलूम नहीं पड़ती है।

(ब) शेवरमार्गियों के नाम, कम्पनियों द्वारा कम्पनी रजिस्ट्रार को प्रस्तुत वार्षिक विवरणी में दिये गये हैं, जो जनता द्वारा नाम मात्र मुल्क की धदायगी पर, निरीक्षण किये जाने के लिये उपलब्ध हैं। इस मामले में वार्षिक विवरणियाँ कम्पनी रजिस्ट्रार, मध्य प्रदेश, ग्वालियर के कार्यालय में उपलब्ध होती।

(ग) दो कम्पनियों के निदेशक मण्डलों की संरचना निम्न प्रकार दी गई है —

जाबरा मुगर मिल्स प्राइवेट लिमिटेड
(30-4-74 तक बनाई गई
वार्षिक विवरणी के अनुसार)

- (1) बैकटलाल नन्दलाल जी टोडी
- (2) विश्वनाथ राघेय्याम जो टोडी
- (3) श्रीमती बनारसीबाई नन्दलाल जी टोडी
- (4) बी० धार० कानूनगो (एम० पी० फाइनेंस कारपोरेशन का मनोनीत)

जीवाजीराव मुगर कम्पनी लिमिटेड, दालौदा
(28-3-1974 तक बनाई गई वार्षिक
विवरणी के अनुसार)

- (1) बामुदेव प्रसाद अग्रवाल
- (2) महावीर प्रसाद अग्रवाल
- (3) सच्चिदानन्द एम० देव (मध्य प्रदेश सरकार का मनोनीत)
- (4) बी० एस० जियाठी (मध्य प्रदेश सरकार का मनोनीत)
- (5) नरेश चन्द्र सेक्सेरिया
- (6) अश्वीर एड०

मै० कालूराम गोविन्दराम, जाबरा मुगर मिल्स प्राइवेट लिमिटेड के विन्रेता अधिकर्ता हैं, एवं मै० विजयकुमार एण्ड कम्पनी, जीवाजीराव मुगर कम्पनी लिमिटेड के विक्रेता अधिकर्ता हैं।

Original and present equity of foreign drug firms

3846. SHRI BHALJIBHAI PARMAR Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) what is the original and present equity—foreign, direct and indirect, bonus shares, issued, if any, equity issued for other considerations, subscribed capital of the foreign drug manufacturing firms with equity between 40—50 per cent and what are the repatriations made by these firms during the last three years on the basis of this equity;

(b) what is the authorised capital, preferential and ordinary, issued capital, preferential and ordinary, foreign holdings (direct and indirect) sales, turn-over, net profits including taxes for this period;

(c) how many industrial licences, no objection letters and permission letters were approved/rejected to these firms during last three years; and

(d) what is the production of bulk drugs, item-wise, firm-wise with value for this period, separately for each year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b). A statement furnishing to the extent available in respect of companies having foreign equity of 40 to 50 per cent is laid on the Table of the House. [Placed in Library. See No. LT-9224/75].

(c) Details of industrial licences granted and the applications rejected during the last three years upto Dec., 1974 are given in the attached statement. No permission/objection letter was granted to these companies during the said period.

(d) Information is being collected and will be laid on the Table of the House.

Completion of Barauni Fertiliser Project

3847 DR. H. P. SHARMA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Barauni Fertiliser Project has been completed and commissioned;

(b) if so, when and the total cost involved therein and how does it compare with the original estimated cost of the project; and

(c) what level of production has been reached at this project and by what time it would start capacity production?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH)

(a) and (b). The project is mechanically complete and is expected to be commissioned shortly, testing and pre-commissioning operations are presently in progress.

The present estimated cost of the project is of the order of Rs. 68.84 crores, as against the original cost of Rs. 35.14 crores.

(c) The project would produce about 1,50,000 tonnes of urea in the first year of operation and take about 3 years to reach the normal levels of production.

National Convention on Drug Industry

3848. SHRI RAGHUNANDAN LAL BHATIA:

SHRI SHRIKISHAN MODI:

SHRI P. GANGADEB:

SHRI D. D. DESAI:

SHRI N. E. HORO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a National convention on Economic Independence and Perspective of Drug Industry held in New Delhi in December, 1974 recommended that only 104 basic drugs and 200 formulations were enough for our public health and medical needs, and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) and (b) National convention on Economic Independence and Perspective of Drug Industry held on 21st and 22nd December, 1974 have recommended that the main attention should be devoted to the production of essential drugs, vaccines and sera which have been provisionally identified as 99 in number and some selected formulations under 10 categories.

The Committee on Drugs and Pharmaceuticals Industry constituted under the Chairmanship of Shri Jaisukhlal Hathi has also submitted a report on "measures for providing essential drugs and common household remedies to the general public, especially in rural areas" which was laid on the Table of the House on 4th March 1975. Recommendations of the Convention are being/will be examined in the light of those of the Committee.

Train Robbery near Banda

3549. SHRI RAGHUNANDAN LAL BHATIA:

SHRI SHRIKISHAN MODI:

SHRI P. GANGADEB:

SHRI D. D. DESAI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether on the night of 10th February 1975 there was a train robbery near Banda; and

(b) if so, the facts thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) No train robbery was committed near Banda on the night of 10th February, 1975. A dacoity, however, was committed in 109 Dn Banda Lucknow Express between Patara and Kathara railway stations on 10-2-1975.

(b) A gang of 7/8 dacoits armed with country made pistols, revolvers and iron rods entered a 2nd class compartment of 109 Dn. (Banda-Lucknow Express) on 10-2-1975 and after assaulting 2 passengers looted cash and other belongings worth about Rs. 56,470. They escaped after destroying vacuum. The Government Railway Police armed guard travelling on the train chased them but could not apprehend any of the culprits.

Government Railway Police, Banda, have registered a case and started investigations. One person has been arrested in this connection.

Passenger Trains as on 1st January, 1974 and 1st January, 1975

3550. SHRI SHARAD YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the number of passenger trains of all descriptions, zone-wise as on 1st January, 1974;

(b) the number of passenger trains as on 1st January, 1975;

(c) the number of trains cancelled during this period because of the shortage of coal/electric power/diesel; and

(d) when will all the cancelled trains be restored?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) to (d) The information is being collected and will be laid on the table of the Sabha.

Cost of Korba Fertiliser Plant

3831. SHRI BHARAT SINGH CHOWHAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the total cost of the Korba Fertiliser project;

(b) how much money has already been spent on the project so far;

(c) what is the amount proposed to be spent on the project in the year 1975-76; and

(d) when is the project likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) Rs. 150.00 crores.

(b) Rs. 4.57 crores upto 31-12-1974.

(c) Rs. 4.00 crores.

(d) The implementation of the project is being rephased with due regard to the resource position.

Production and Import of Kerosene

3852. SHRI SHANKERRAO SAVANT:

SHRI K. LAKKAPPA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) how much kerosene is produced indigenously and how much is imported every year; and

(b) what is the scope for the increase of indigenous production?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI).

(a) During 1974, indigenous production of kerosene was approximately 2.0 million tonnes and the imports approximately 0.86 million tonnes.

(b) Indigenous production of kerosene can be increased by processing more crude oil. It can also be increased to some extent by reducing the production of Aviation Turbine Fuel and High Speed Diesel Oil which two products along with kerosene belong to the group of Middle Distillates and the production of each can be varied at the expense of one or the other.

However, in view of the stringent foreign exchange position and priority requirement of ATF and HSD as essential inputs for agriculture and transport, priority has to be given for production of these products and hence increase in kerosene production at the expense of these two products is not desirable.

Increase in Prices of Drugs

3853 SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that there is an unjustifiable rise in the prices of a good many drugs; and

(b) what steps are taken to bring down the prices in the drugs market?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) The prices of drugs are statutorily controlled under the Drugs (Prices Control) Order, 1970. However, drugs and pharmaceutical units having a sales turn-over not exceeding Rs. 50 lakhs per annum have been exempted from taking Government's approval for fixation/revision of prices of their products.

The price increases have been allowed on account of increases in the prices of bulk drugs, chemicals, intermediates, packing materials etc. after necessary scrutiny by competent authority, namely Bureau of Industrial Costs and Prices/Ministries concerned etc.

(b) Government have set up a Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukhlal Hathi, whose terms of reference, inter alia, include:

"To examine the measures taken so far to reduce the prices of drugs for the consumer and to recommend such further measures as may be necessary to rationalise the prices of basic drugs and formulations."

Appropriate action will be taken by the Government in the light of the recommendations made by the Committee which is expected to submit its report in April, 1975.

However, discussions have been initiated with Public Sector Undertakings manufacturing drugs and with the Indian Sector of the drug industry to work out necessary steps for larger availability of essential life saving drugs and to reduce their cost of production. These discussions are continuing.

Emolument, and Perquisites of Judges of High Courts and Supreme Court

3834. SHRI SHANKERRAO SAVANT:

SHRI P. G. MAVALANKAR:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what emolument, and perquisites are given to the Judges of High Courts and Supreme Court at present;

(b) is there any proposal to revise these emoluments and perquisites; and

(c) if so, what is the nature of the proposal and when is it likely to be brought into force?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) (a) A statement giving the information is attached.

(b) and (c). The Government is considering the question of providing certain perquisites to the Judges of the Supreme Court and High Courts. A Bill for this purpose would be brought before Parliament at the appropriate time

Statement

	Salary	Other perquisites
1. Chief Justice of India	Rs. 5,000/- p.m.	1. Rent-free furnished accommodation. 2. Reimbursement of expenses incurred on Water and electricity upto Rs. 200/- per month.
2. Other Judges of the Supreme Court.	Rs. 4,000/- p.m.	1. Rent-free furnished accommodation. 2. Reimbursement of expenses incurred on Water and electricity upto Rs. 200/- p.m.
3. Chief Justice of a High Court.	Rs. 4,000/- p.m.	
4. Judges of High Courts	Rs. 3,500/- p.m.	

Quality of Janata Soap:

3855. SHRI SHANKERRAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are aware that the so called Janata soaps and other cheaper varieties of bathing soaps are poorer in quality as compared to their earlier brands; and

(b) if so, what steps are taken to ensure better quality?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). The organised sector of the soap industry was required to produce a Janata Toilet soap to be sold at a price of Rs. 1.00 to Rs. 1.05 per a cake of 100 gms by making economies in the use of perfume, packing material and with a total fatty matter content not less than 65 per cent. Janata toilet soaps have so far been put into market by four companies. These are new brands and have no connection

with earlier brands and conform to the stipulation regarding the total fatty matter content. Government is however keeping a watch in this regard. The production of Janata toilet soaps is now of the order of 900 tonnes per month.

Glut of bitumen in refineries

3856 SHRI VASANT SATHE Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) what are the reasons for the glut in bitumen, causing serious ullage problem and crisis in the refineries,

(b) whether there are proposals to convert the massive stocks of bitumen into furnace oil to ease the situation;

(c) what are the present export orders on hand, for this item and are there any prospects of securing further orders, and

(d) what is the present demand for internal consumption as compared to its production?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C P MAJHI)

(a) As a result of various economy measures there was a reduction in Bitumen sales by about 23.2 per cent in 1974 over 1973. This led to a marginal increase in the overall Bitumen inventories during the year. In some refineries increase in stocks created ullage problems which were overcome by reducing production.

(b) Whereas conversion into furnace oil of Bitumen already produced is not normally possible, it is possible to reduce fresh production of Bitumen which leads to increase in the production of furnace oil.

(c) Export orders to the extent of 22,000 tonnes are already on hand. There is a possibility of export for another 3 lakh tonnes over a period of 2 years which is being pursued.

(d) During 1975, the demand for internal consumption is expected to be approximately 900,000 tonnes. Production will be regulated according to the actual offtakes for internal consumption and the actual materialisation of exports.

Plan to make available essential drugs at fixed prices

3857 SHRI VASANT SATHE
SHRI DHAMANKAR
SHRI K MALLANNA

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what effective steps are proposed to make available drugs to consumers at fixed prices so as to eliminate profiteering and hoarding at different levels, and

(b) whether Government propose to explore the possibility to attract fresh investment for manufacture of bulk drugs by introducing a system of different prices for the same bulk drugs produced by old and new units as well as small units by buying them through some Central agency and selling them to the formulation manufacturers at a uniform pooled price?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K R. GANESH):

(a) The prices of drugs are statutorily controlled under the Drugs (Prices Control) Order, 1970, which, inter alia, provides that no retailer shall sell any formulation to a customer at a price exceeding the retail price of that formulation approved by the Central Government. The relevant provisions of the Drugs (Prices Control) Order, 1970 have been amended to provide that no retailer shall sell any formulation to a customer at a price exceeding the retail price of that formulation indicated

in the list approved by the Central Government or the price displayed on the label of the container of the formulation whichever is less. This will come into effect from the 1st May, 1975.

(b) Government have set up a Committee on Drugs and Pharmaceutical Industry under the Chairmanship of Shri Jaisukhlal Hathi whose terms of reference, *inter alia*, include:

- (i) To make recommendations for promoting the rapid growth of drug industry and, in particular, of the Indian and Small scale industries' sector. In making its recommendations, the Committee will keep in view the need for a balanced regional dispersal of the industry
- (ii) To examine the measures taken so far to reduce the prices of drugs for the consumer, and to recommend such further measures as may be necessary to rationalise the prices of basic drugs and formulations
- (iii) To recommend institutional and other arrangements to ensure equitable distribution of basic drugs and raw materials especially to the Small Scale Sector

An integrated view on the necessity of adopting a system of differential prices for attracting fresh investment for manufacture of bulk drugs will be taken in the light of the recommendations that might be made by the Committee whose report is expected in April, 1975

रेलवे में हिन्दी में कार्य

2858. श्री जगेश्वर निज : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मन्त्रालय में अपने सभी विभागों को अधिकतर कार्य हिन्दी में करने के आदेश दिये हैं;

(ख) यदि हाँ, तो इसकी मुख्य बातें क्या हैं;

(ग) क्या उक्त आदेश के अन्तर्गत हिन्दी क्षेत्र के रेलवे सब्सिडिरी कमीशन की परीक्षाएं और जनरल मैनेजर और डिप्टी जनरल सुपरिन्टेंडेंट के कार्यालयों के प्रभावित होने का भी प्रावधान है, और

(घ) क्या उक्त आदेश केवल नीति निर्देशक है अथवा सम्बन्धित अधिकारी उसका पालन न करें तो सरकार उनके विरुद्ध कार्यवाही भी करेगी ?

रेल मन्त्रालय में उप मंत्री (श्री बृट्ट सिंह) (क) और (ख) जी नहीं। लेकिन, सभी भारतीय रेल प्रशासनों तथा रेलवे बोर्ड कार्यालय की सभी शाखाओं को ऐसी हिदायतें जारी की गयी हैं कि हिन्दी भाषी राज्यों के मंत्रियाँ मं.प्र. सदस्यी, विधायक तथा अन्य महानुभावों में प्राप्त पत्रों का उत्तर, चाहे वे किसी भाषा में लिखे गये हों, हिन्दी में ही दिया जाये। अहिन्दी भाषी क्षेत्रों से अंग्रेजी में प्राप्त पत्रों का उत्तर अंग्रेजी में भेजना जारी रखा जाये। किन्तु पत्रोत्तर के साथ यथा सम्भव हिन्दी अनुवाद भी संलग्न कर दिया जाये।

(ग) परीक्षण के तौर पर, पूर्वोत्तर रेलवे में तृतीय श्रेणी के गैर-तकनीकी पदों पर भर्ती के लिए रेल सेवा आयोग, मुजफ्फरपुर द्वारा आयोजित लिखित परीक्षाओं में भाग लेने वाले उम्मीदवारों को अंग्रेजी-प्रश्नपत्र के निबन्ध-भाग का तथा सामान्य ज्ञान के पूरे प्रश्नपत्र का उत्तर हिन्दी में लिखने की अनुमति दे दी गयी है। इसके अलावा, हिन्दी भाषी क्षेत्रों में स्थित रेलवे कार्यालयों में, आईक तथा प्रतियोगितात्मक विभागीय परीक्षाओं और परीक्षाओं में होने वाले विभिन्न प्रश्न पत्रों का उत्तर लिखने के लिए रेल कर्मचारियों को वैकल्पिक माध्यम के तौर पर, हिन्दी के स्वीकृत उपयोग की अनुमति दे दी गयी है।

(घ) राजभाषा सशोधन अधिनियम, 1967 के अनुसार, सभी केन्द्रीय सरकारी कर्मचारी जिनमें रेल कर्मचारी भी आ जाते हैं, अपना सरकारी काम-काज हिन्दी या अंग्रेजी में करने के लिए स्वतन्त्र हैं। फिर भी, यह सुनिश्चित करने के लिए हर कोशिश की जाती है कि सरकारी कामकाज में हिन्दी के प्रयोग से सम्बन्धित हिदायतों पर पूरा-पूरा ध्यान दिया जाय।

यस तीन महीनों में रेल गाड़ियों में डकैती और लूटपाट को घटाना

3859. श्री जनेश्वर मिश्र : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन महीनों में चलती रेल गाड़ियों में डकैती और चोरी की कितनी घटनाएँ हुईं;

(ख) इन घटनाओं का विस्तृत व्योरा क्या है, और

(ग) क्या सरकार ने इसमें कोई जांच की है और क्या दोषी पाये गए व्यक्तियों को सजा दी गई थी ?

रेल मन्त्रालय में उपमन्त्री (श्री बुढा सिंह) : (क) डकैती के 29 मामले और लूटपाट के 45 मामले।

(ख) और (ग) डकैती के 29 मामलों में 56,500 रुपये मूल्य की सम्पत्ति लूट ली गयी और 50 व्यक्तियों की गिरफ्तारी से 4495 रुपये की सम्पत्ति बरामद कर ली गयी। लूटपाट के 45 मामलों में 65,750 रुपये मूल्य की सम्पत्ति लूट ली गयी और 8,003 रुपये मूल्य की सम्पत्ति बरामद कर ली गयी। डकैती और लूटपाट के सभी मामलों सम्बन्धित क्षेत्र की पुलिस द्वारा दर्ज कर लिये गये थे और उन की तफ़्तीश की गयी थी। अब तक 30 व्यक्ति गिरफ्तार किये गये हैं। गिरफ्तार व्यक्तियों के मामलों की या तो तफ़्तीश हो रही है या उन पर मुकदमे चल रहे हैं।

Underground Railway Project for Bombay

3860. SHRI DHAMANKAR: Will the Minister of RAILWAYS be pleased to state whether any time schedule has been fixed for execution of the Underground Railway Project for Bombay during the Fifth Five Year Plan and if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): No underground railway scheme is scheduled for being taken up in the Fifth Plan period.

Suggestions from Chief Minister of Rajasthan to ban import of Rock phosphate

3861. SHRI BHAGIRATH BHANWAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether during the recent visit of the Prime Minister to Rajasthan, the State Chief Minister requested her to ban the import of rock phosphate so that the large quantity of raw and processed rock phosphate may be cleared; and

(b) if so, the measures adopted by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). Yes, Sir. Presently, indigenous production of rock phosphate falls short of the total requirements of the country and imports are arranged to the extent possible to

bridge the gap between demand and supply. Most of the phosphatic fertilizer producers get both imported and indigenous rockphosphate. Recently, some accumulation of indigenous rock has been reported in the Jharmarkotra area of Rajasthan and this was mainly due to production being higher than what was anticipated earlier and the technical difficulties now encountered by the fertilizer manufacturers in using the indigenous rock. Every endeavour is being made to ensure maximum utilisation of the indigenously available rock.

High Court Judges below the age of 45 years

3362. SHRI RAM PRAKASH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there are some Judges in the High Courts who are below 45 years of age; and

(b) if so, the names of such Judges, High Court-wise in the country?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). A statement giving the information is attached.

STATEMENT

Sl. No.	Name of the High Court	Name of the Judge
1	Allahabad	Shri Justice K. C. Agrawal
2	Bombay	Shri Justice P. B. Sawant
3	Bombay	Shri Justice U. R. Lalit
4	Calcutta	Shri Justice B. C. Basak
5	Delhi	Shri Justice Yogeshwar Dayal
6	Gujarat	Shri Justice P. D. Desai
7	Madhya Pradesh	Shri Justice J. S. Verma
8	Patna	Shri Justice S. K. Jha
9	Patna	Shri Justice N. P. Singh
10	Patna	Shri Justice Syed Ali Ahmed
11	Punjab & Haryana	Shri Justice D. S. Tewatia.
12	Punjab & Haryana	Shri Justice B. S. Dhillon

High Court Judges appointed after the Fifteenth Amendment of the Constitution

3363. SHRI D. B. CHANDRA GOWDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there are some judges below 45 years of age in the High Courts who were appointed after the Fifteenth Amendment of the Constitution of India; and

(b) if so, their number, State-wise?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). The information, which is maintained High Court-wise, is given below:—

Allahabad High Court	1
Bombay High Court	2
Calcutta High Court	1
Delhi High Court	1
Gujarat high court	1
Madhya Pradesh High Court	1
Patna High Court	3
Punjab & Haryana High Court	2

पूरा रेलवे में कर्मचारियों का स्थायी बनाया जाना

3864. श्री हुकम चन्द कछवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) पूर्वी रेलवे में इस समय कितने ऐसे कर्मचारी हैं, जो लगातार 5 वर्ष से काम कर रहे हैं, परन्तु अभी तक जिन्हें स्थायी नहीं बनाया गया है; और

(ख) क्या उन अस्थायी कर्मचारियों को स्थायी करने के बारे में सरकार कार्यवाही करेगी ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) 4422 ।

(ख) कर्मचारियों का स्थायीकरण इस बात पर निर्भर करता है कि कितनी स्थायी रिक्तियाँ उपलब्ध हैं तथा क्या कर्मचारी कुछ निर्धारित कसौटियों को पूरा करने हैं । सरकार की नीति यह है कि यथामुम्भव अधिक से अधिक अस्थायी कर्मचारियों को स्थायी किया जाये । इस सम्बन्ध में दी गयी हिदायतों के अनुसरण में, रेल प्रशासन ने अस्थायी पदों को स्थायी

पदों में बदलने और ऐसे पदों पर सभी पदा कर्मचारियों को स्थायी करने के लिए एक विशिष्ट अभियान शुरू किया है । कर्मचारियों के स्थायीकरण के मामले में हुई प्रगति पर सांख्यिक रिपोर्टों के जरिए विशेष निगरानी रखी जाती है ।

पूर्वोत्तर रेलवे की घड़ियों पर किया गया व्यय

3865. श्री हुकम चन्द कछवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) पिछले तीन वर्षों के दौरान पूर्वोत्तर रेलवे के सभी डिवीजनों के स्टेशन पर कुल कितनी घड़ियाँ लगाई गई ?

(ख) उक्त घड़ियाँ वहाँ से और कितने मूल्य पर खरीदी गई; और

(ग) इन घड़ियों को एक वर्ष के दौरान कितनी बार मरम्मत के लिए भेजा जाता है ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) पिछले तीन वर्षों में कोई अनिश्चित घड़ी नहीं लगायी गयी है । किन्तु इस अवधि में बदलाव के प्रयोजन के लिए 316 घड़ियाँ खरीदी गयी हैं ।

(ख) उपर्युक्त घड़ियाँ 38,008 रुपये की लागत पर निम्नलिखित फर्मों से खरीदी गयी हैं :—

(I) मैसर्स राम प्रसाद एण्ड कं० गोरखपुर ।

(II) मैसर्स विट्ठल छान एण्ड सन्ध, राजकोट ।

(III) मैसर्स मृतंजा बाबू कं० दिल्ली ।

(ग) जब अपेक्षित होता है उन्हें मरम्मत के लिए भेजा जाता है ।

पूर्वोत्तर रेलवे में काम कर रहे भगुल-छाप विशेषज्ञ

3866. श्री हुकम चन्द कछवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) पूर्वोत्तर रेलवे के सभी डिवीजनों में इस समय कितने भगुल-छाप विशेषज्ञ काम कर रहे हैं और वर्ष 1972-73 तथा 1973-74 के दौरान इन भगुल-छाप विशेषज्ञों ने कितने मामलों में जांच की और उनमें से कितने मामलों का निपटारा हो चुका है,

(ख) इस प्रकार निपटाये गए मामलों में डिवीजन-वार नितने लोगों को दोषी ठहराया गया और प्रत्येक मामले में उनको किस किस प्रकार का दण्ड दिया गया; और

(ग) जोनल कार्यालयों में भगुल-छाप विभागों में ऊपर कितने अधिकारी हैं और उनमें से कितने भगुल-छाप विशेषज्ञ हैं ?

रेल मन्त्रालय में उपमन्त्री (श्री बूटा सिंह) : (क) में (ग) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी

बम्बई डिवीजन में रेलवे स्टेशनों पर स्टाल

3867. श्री हुकम चन्द कछवाय : क्या रेल मन्त्री यह बताने की कृपा करेंगे कि :

(क) इस समय मध्य रेलवे के रेलवे स्टेशनों पर कितने स्टाल हैं तथा प्रत्येक प्लेटफार्मे पर कितने-कितने स्टाल हैं, ये स्टाल किन व्यक्तियों को आकर्षित किये गये हैं तथा उन स्टालों को कब अलट किया गया था, और

(ख) अलाटियों द्वारा उन में से कितने स्टालों को मासिक अथवा वार्षिक भुगतन आधार पर अन्य व्यक्तियों को अलट किया गया है ?

रेल मन्त्रालय में उप मन्त्री (श्री बूटा सिंह) : (क) और (ख) सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी ।

Electrification of Rail-roads on Palwal-New Delhi and Ghaziabad-New Delhi lines

3868 SHRI R. S. PANDEY:
SHRI HARI SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been some set back in the targetted programmes for electrification of rail-roads on Palwal-New Delhi and Ghaziabad-New Delhi lines;

(b) if so, the reasons therefor; and

(c) if not, the targetted dates for completing the electrification of these lines?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) : (a) Yes, as far as electrification of Ghaziabad-New Delhi section is concerned, the target date has been postponed by six months. There is no proposal for New Delhi-Palwal electrification

(b) Due to severe financial constraints the scheme had to be rescheduled.

(c) Ghaziabad-New Delhi section is expected to be electrified by December, 1976.

Advantage taken by Hindustan Lever from Distributors

3869. SHRIMATI PARVATHI KRISHNAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Hindustan Lever has taken advantage of lacunae in the definition of the term "deposits" to collect as much as Rs. 12 crore from their distributors all over India without interest;

(b) whether the use of this finance will not result in accrual of additional profits to be remitted abroad by this foreign subsidiary;

(c) whether the attention of Government has been drawn towards this action of the Company; and

(d) if so, what action Government proposes to take against this Company in this connection?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) According to the definition of the term "deposit" under Non-Banking Non-Financial Companies (Reserve Bank) Directions, 1965 "deposit" does not include any money received from purchasing, selling or other Agents in the course of or for the purposes of the business of the Company. Companies (Acceptance of Deposits) Rules, 1975 also does not include moneys received from distributors under the term "deposit".

M/s. Hindustan Lever Limited started accepting deposits from redistribution stockists since March/April, 1974. The total amount of such deposits is not known.

(b) The correlation of these deposits to the additional profits to be remitted abroad cannot be ascertained.

(c) Yes, Sir.

(d) The matter is under examination.

Urgency Certificate Issued for Railway Lines

3870. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the Railway lines for the construction of which Urgency Certificates were issued by the Railway Board during the past three years including the current financial year; and

(b) the reasons for issuing the Urgency Certificates in each case?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The following projects were sanctioned on the strength of Urgency Certificates during the last three years including the current financial year. The res-

sons for the same are indicated against each of them:—

S. No.	Name of Project	Reasons for sanctioning the Urgency Certificate.
1	Ghara-Panipat (Restoration)	The construction was authorised on urgency certificates to meet the needs of traffic and to enable the Railway to acquire land before sowing season as the land prices were rising sharply.
2	Dabwa-Daryapur (Restoration)	
3	Shahara-Saharanpur B G Link	The construction had to be authorised on an urgency certificates as the B G. link is needed to meet the urgent traffic requirements of the area (formerly served by the S S. Light Railway)
4	Rohtak-Bhiwani G.G. Link	The construction was authorised on an urgency certificates to meet the requirements of traffic and for expeditions acquisition of land as the land prices were rising sharply.
5	Siragach-Paragang (Restoration)	The work was required to be entered taken urgently before the sowing.
6	Paragang-Farseganj (Restoration)	Season in order to meet the requirement of traffic. The construction was, therefore, authorised on an urgency certificate to enable the Railway to take expeditions possession of land

Offer of land by State Government for Railway Lines in Hilly and Backward areas

3871 PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state—

(a) the names of the new Railway lines for which the State Governments concerned have offered to give land in response to the appeal made by late Shri L. N. Mishra for setting up new railway lines in the hilly and backward areas of the country; and

(b) whether Government would give priority to the construction of such railway lines in view of the encouraging response from the States, in spite of their meagre resources?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI UTA SENGU): (a) The names of the new lines in respect of which offer of free land has been received are given below:—

5 LB-7.

1. Rohtak-Bhiwani (in Haryana)
2. Howrah-Amta/Champadanga B G. line (in West Bengal).
3. Howrah-Sheakhala B. G. line (in West Bengal).
4. Nadikuda-Bibinagar (in Andhra Pradesh).
5. Nangal-Talwara (in Himachal Pradesh).
6. Bhavnagar-Tarapore (in Gujarat).
7. Kayamkulam-Alleppey (in Kerala)—only Government land.

(b) Cost of land constitutes only a small fraction of the total cost of construction of a line and the offer of free land by the State Government can not be the sole criterion for determining the priority for taking up the construction of the project. The offer is, however, taken into account while taking a decision on the project.

Industrial Licences Granted to IDPL

3872. **SHRI SOMACHAND SOLANBI:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state;

(a) what are the Industrial licences granted to IDPL during the last three years;

(b) how many of them have been implemented and which are on their way to implementation, the items, capacities approved and the capacities achieved in each case;

(c) how many items are being produced by IDPL, during the last three years, item-wise, capacity-wise and what steps this undertaking is taking to achieve full capacities; and

(d) how many items are still imported by them, the quantity the cif prices and the pooled prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH): (a) and (b). A statement indicating the industrial licences granted to M/s. IDPL during the years 1971, 1972, 1973 and 1974, approved capacities and the production attained is laid on the Table of the House [Placed in Library. See No. LT-9225/75].

(c) A statement indicating the production of IDPL during the years 1971-72, 1972-73 and 1973-74 of various items and their installed/licensed capacity is laid on the Table of the House. [Placed in Library. See No. LT-9225/75]. Steps being taken by the undertaking to attain full capacities are indicated in Annexure to this statement.

(d) Requisite information is furnished in the statement. Laid on the Table of the House. [Placed in Library. See No. LT-9225/75].

Accumulation of Furnace Oil at Refineries

3873. **DR. H. P. SHARMA:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state;

(a) whether in view of the virtual glut of fuel oil in the country, Government have decided to lift all curbs on the distribution and pricing of this commodity;

(b) if so, the latest stock position of this raw material lying undistributed with Government agencies and refineries; and

(c) the annual requirements for this raw material?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) No, Sir. Arrangements were, however, made to stagger imports suitably to take care of this temporary problem.

(b) and (c). As on 1st March, 1975, furnace oil stocks held by oil companies were about 455400 tonnes. Furnace Oil sales during 1974 were approximately 4.20 million tonnes.

सर्वोच्च न्यायालय और उच्च न्यायालयों में प्रीम्पावकास समाप्त करने का प्रस्ताव

3874. श्री विप्लवि मिश्र : क्या विधि, न्याय और कानूनी कार्य मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या सर्वोच्च न्यायालय और विभिन्न उच्च न्यायालयों में बड़ी संख्या में मुकदमे निर्णयाधीन पड़े हैं; और

(ख) यदि हाँ, तो क्या इन मुकदमों को सीधे निपटाने के लिए सरकार का विचार सर्वोच्च न्यायालय और उच्च न्यायालयों में प्रीम्पावकास समाप्त करने का है ताकि इन अवधि में अधिक मुकदमे निपटाये जा सकें ?

विधि, मान्य और सम्बन्धी कार्य सम्बन्धी (जी एच० जार० बीकानेर) : (क) मान्यता की स्थिति दर्शित करने वाला विवरण क्या बटन पर रख दिया गया है। (ग्रन्थालय में रख गया। देखिये संख्या एन टी 9226/65)

(ख) ऐसा कोई प्रस्ताव सरकार के विचारार्थ नहीं है।

Oil Exploration in Third Well in Bombay High

3875. DR. H. P. SHARMA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the total estimated reserve of oil in the Third Well at Bombay High as assessed in the light of the latest findings; and

(b) whether any agreements for collaboration in exploration and exploitation of oil reserves in this area with foreign companies have been finalised or are under negotiations, if so, the broad features in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) Reserve of oil are estimated structure-wise. In the three wells drilled so far in the Bombay High structure, oil bearing horizons have been encountered and the production tests have shown good flow of oil. It is necessary to drill a few more wells before making an assessment of the production potential of this structure.

(b). No, Sir. Bombay High area has been reserved for exclusive owner operations by the ONGC. However, contract services would be secured as necessary, from time to time.

Recommendations of the Oil Prices Committee on Prices of Petroleum Products

3876. DR. H. P. SHARMA:

SHRI D. D. DESAI:

SHRI M C. DAGA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether prices of Petroleum products are proposed to be raised;

(b) if so, whether the new prices will follow the pattern recommended by the Oil Price Committee which submitted the interim report to his Ministry on 3-2-75; and

(c) if so, broad outlines thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) to (c). The interim report of the Oil Prices Committee is under consideration of the Government. It is not in the public interest to disclose the contents of the report at this stage.

Adulteration of Petrol in Union Territories

3877. SHRI K. LAKKAPPA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the number of cases of adulteration in petrol that have been found or about which complaints have been received from Union Territories during the last one year; and

(b) the particulars thereof and action taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) and (b). The information is being collected and will be laid on the Table of the House.

Travelling Ticket Examiner was Assaulted at Agra for not Participating in Strike

3878. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state;

(a) whether one T.T.E. was assaulted on duty in Dakshin Express on 1st May, 1974 at Agra Cantt and injured also because he did not participate in strike; and

(b) if so, whether he has been awarded for his duty in strike period as loyal worker?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a). Yes One TTE while on duty was attacked by 3 unknown persons at Agra Cantt. Station on 1st May 1974, that is, before the commencement of the illegal strike from 8th May 1974. A complaint to this effect was lodged with the police.

(b). No. An award was to be given only to such staff as stuck to duty during the strike period. The TTE was actually absent due to sickness from 1st May, 1974 to 5th July, 1974 and as he was attacked by certain unknown persons for reasons not yet known, no award could be given to him.

Memorandum from Railway Employees of Arrah-Sasaram and Futwa-Islampur Light Railway

3879. SHRI BHOGENDRA JHA: SHRIMATI ROZA DESHPANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received a memorandum from railway employees of Arrah Sasaram Light Railway Co., Limited and Futwa-Islampur Light Railway Company,

Limited regarding the proposed decision of closing down of this light railway by Martin Burn and Company;

(b) if so, the reasons and broad outlines thereof; and

(c) what is Government reaction on it?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The Government have received memoranda from Martin Railways Head Office Staff Union, Bihar Martin Light Railwaymen's Union and Bihar Martin Light Railway Mazdoor Congress, regarding the closing down of the Arrah-Sasaram Light Railway Company, Company, Limited.

(b) These memoranda arose out of the decision of the Arrah-Sasaram Light Railway Company to close the Railway with effect from 15th February, 1975, which was subsequently deferred by the Company to 15th March, 1975 and then to 15th April, 1975.

(c). The Company have, under their notice dated 13th March, 1975, withdrawn the notice of closure and the individual letters of termination of employment issued to all workmen and other members of staff in that connection.

Consumption of Petroleum Products

3880. SHRI K. MALLANNA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the present consumption of petroleum products in the country; State-wise;

(b) whether Central Government have given any assurance to the States regarding additional supplies of diesel oil for irrigation purposes to maximise rabi output this year; and

(c) if so, the facts thereof?

**THE DEPUTY MINISTER IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI C. P. MAJHI):**

(a) Consumption of petroleum products in the country in 1974 was approximately 22.75 million tonnes. State-wise break up of consumption is not available.

(b) and (c). State Governments were assured that adequate supplies would be maintained to meet their requirements of diesel oil for the agricultural sector in full.

They were also requested to reassess their demand of diesel oil particularly for the agricultural programmes in the rabi season on a realistic basis and fix reasonable consumption norms for the irrigation pumpsets and other agricultural machinery. In case of any shortage State Governments were requested to ensure availability of diesel oil to agriculturists on priority through quota cards, if necessary, and to effectively check malpractices like hoarding and black-marketing etc. Availability of diesel has so far remained adequate in all States and free sales have been made from the oil companies retail outlets. Demands of the agricultural sector have also been met freely without the need for introducing the system of supplies against quota cards on priority.

**Fly-over on G.T. Road at Kali Pahari
(Asansol Division)**

3881. SHRI ROBIN SEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for providing a fly-over on G.T. Road at Kali Pahari in Asansol Division, Eastern Railway; and

(b) if so, when the proposal is likely to be implemented?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
BUTA SINGH):** (a). Yes; there is a proposal to construct a road over-bridge in replacement of level crossing No. 129 on G. T. Road at Kali Pahari.

(b) The work on the bridge structure is held up due to the State Government not having approved the structural plan, site for the road over-bridge and the estimates for the approaches. It is, therefore, too early to indicate any target date for completion of this work at this stage.

**Suspension of Sub-Heads of D.A.O.,
New Delhi (Northern Railway)**

**3882. SHRI MAHADEEPAK SINGH
SHAKYA:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1137 on the 19th November, 1974, regarding suspension of Sub-Heads of D.A.O. New Delhi (Northern Railway) and to state:

(a) whether the disciplinary proceedings have now been finalised;

(b) if so, result thereof; and

(c) action taken against the staff at fault?

**THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
BUTA SINGH):** (a) No

(b) and (c). Do not arise in view of (a) above.

**Karnataka Government Representa-
tion for Conversion of Bangalore-
Mysore Line into Broad Gauge**

3883. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Karnataka has made a representation to convert the metre gauge between Bangalore and Mysore into broad gauge line;

(b) whether the Government of Karnataka has even offered to meet part of the expenditure to be incurred for converting the line; and

(c) the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Yes.

(c) The proposals of the State Government along with the survey reports are under examination. A decision will be taken after the examination of the reports is completed. The availability of funds will be taken into account while taking the decision.

Rail Link between Mangalore and Bombay

3884. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) the names of the State Governments that have represented for a railway link between Mangalore and Bombay; and

(b) whether the Railway Ministry has sought the cooperation of these State Governments for the acquisition of necessary land for the construction of the line?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Representations have been received from the Governments of Maharashtra, Goa and Karnataka for construction of Mangalore-Bombay line.

(b) The question of acquisition of land will be considered after the decision is taken to construct the line.

Rail Link for Karwar Port with Hubli

3885. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a survey has been conducted for linking Karwar port with Hubli by a railway line;

(b) if so, what is the estimated cost of this line; and

(c) what are the steps taken by Government to proceed further in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) Rs. 34.3 crores.

(c) The examination of the survey reports has revealed that the line is not likely to attract sufficient traffic and will be unremunerative. The proposal therefore cannot be pursued.

Conversion of Miraj-Hubli and Hubli-Hospet Lines into Broad Gauge

3886. SHRI P. R. SHENOY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to convert the metre gauge lines between Miraj and Hubli and between Hubli and Hospet;

(b) if so, the stage at which the proposal stands; and

(c) whether the proposed new lines between Miraj and Hubli passes through Gokak Town?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). Updating of the earlier survey report for conversion of Miraj-Londa, Hospet-Murmagao and Alnavar-Dandeli sections has been completed and the reports are under examination.

(c) The survey report covers the proposal for diversion of the line through Gokak Town. A decision will be taken after the reports are examined.

Railway Lines from (i) Malda to Balurghat and (ii) Ekalakhi to Balurghat

3887. SHRI R. N. BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the outcome of survey (i) from Malda to Balurghat via Gajal and (ii) Ekalakhi to Balurghat via Gajal, Buniadpur and Gangarampur made by Railway Ministry;

(b) the reasons for such inordinate delay in constructing the railway lines on the basis of above mentioned surveys; and

(c) by what time the construction work of railway lines will be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) to (c). Malda and Eklakhi are already connected by a B.G. Rail Link. A Traffic Survey for a new B.G. line from Eklakhi to Balurghat via Gajal, Buniadpur and Gangarampur has been completed and the reports are under examination. The proposal will be considered further after the reports are examined and results thereof become known.

Supply of Diesel Oil to Haryana, Punjab and U.P.

3888. SHRI MUKHTIAR SINGH MALIK:

SHRI BIRENDER SINGH RAO:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state;

(a) the broad outlines of the allocation of diesel oil to Haryana, Punjab and U.P. during the last year; and

(b) what is the actual quantity of diesel oil supplied to the above said States during the period?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI):

(a) and (b). Allocation and supplies of diesel oil are not maintained on a State-wise basis Except for temporary local shortages due to problems of logistics diesel supplies to these States have been increased by the oil companies to the extent required and adequate stocks have been maintained to avoid any shortage.

Competence of O. & N. G. C. to drill 100 Wells in Bombay High

3889. SHRI R. P. DAS: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the O.&N.G.C. has the resources to drill and handle as many as 100 wells in Bombay High, the tremendous structure which is over hundred miles out in the sea to establish a production potential of 10 million tonnes of oil in a year;

(b) the steps taken so far in realising the specialised job; and

(c) the probable date when the oil will reach the shore?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): (a) to (c). In the three wells drilled so far in the Bombay High structure, oil bearing horizons have been encountered and the production tests have shown good flow of oil. The fourth well at this structure is presently under drilling and to assess the full production potential of the structure, it is necessary to drill a few more wells. Meanwhile, ONGC is taking action to set up an intermediate stage of production during 1978-77 so as to produce oil from Bombay High at the rate of about one million tonnes per annum which will initially be brought to the shore through tankers.

To intensify its oil exploration work at Bombay High, ONGC is taking all necessary steps and after the production potential of the structure is established, the Commission would be able to fully exploit the oil reserves there with such contract services as would be needed both from within the country and abroad.

Reduction in Consumption due to Oil Crisis

3890. SHRI R. P. DAS Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether in the context of world-wide oil crisis, the trend is clearly towards reduced consumption in India;

(b) how much it saves monthly/annually now;

(c) whether this drop in oil consumption helps the national economy, or affects it adversely, and

(d) reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI). (a) to (d). In view of the steep increase in the price of imported crude, and the constraint in foreign exchange, Government have taken various measures to reduce their internal consumption, in a manner that the essential requirements are not affected and the industrial and agricultural activity in the country is not depressed on this account. Reduction in non-essential consumption of petroleum products should not have any adverse effect on the national economy.

Consumption of petroleum products in 1974 was approximately 22.75 million tonnes against 23.49 million tonnes in 1973, showing a fall of approximately 3.1 per cent. In terms of quantities, the consumption in 1974 was less by 0.735 million tonnes as compared to 1973, giving a monthly average saving of 61,300 tonnes

Discussions with IMA on Supply of Essential Drugs at Below cost

3891. SHRI MOHINDER SINGH GILL: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether as a result of a dialogue between him and the representatives of the Indian Medical Association, the essential medicines and drugs will be made available to the public at below cost prices;

(b) whether he has assured the industry of raw materials and also expansion in installed capacity in order to achieve the above mentioned; and

(c) if so, whether such well-intentioned and progressive step will await the release of the Hathi Committee report as has been indicated during the discussions?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) to (c). The Committee on Drugs and Pharmaceuticals Industry set up by the Government under the Chairmanship of Shri Jaisukhlal Hathi has submitted a report "on measures for providing essential drugs and common household remedies to the general public, especially in rural areas". A copy of this report was laid on the Table of the House on the 4th March, 1975. This report is being examined by the Government. The final report of the Committee is expected in April, 1975.

In the meantime, however, discussions have been initiated with the Indian Medical Association, the Indian sector of the drug industry and the public sector undertakings on various aspects of the industry including the steps required for larger availability of essential life saving drugs at cheap prices, arrangements for adequate availability of raw materials, the related production programme and necessary institutional arrangements, etc

Countries seeking Technical skills and know-how from Indian Railways

3892. SHRI MOHINDER SINGH GILL: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of countries in the recent past have sought the technical skills and know-how from the Indian Railways; and

(b) what is the value of railway goods and equipment sold to these countries to expand and modernise their railways including the value of consultancy services therein?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) The total value of exports during the recent past, i.e. 1972-73 1973-74 and 1974-75 from the Indian Railways amounted to about Rs. 35 lakhs including consultancy and inspection fees of about Rs. 8 lakhs.

Thermal power project near Asansol to supply power to Railway

3893. SHRI TUNA ORAON: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have finalised a scheme to set up a thermal power project near Asansol in West Bengal for the supply of power to the Railways; and

(b) if so, the salient features of the proposal?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) and (b). The Ministry of Railways in consultation with the Planning Commission propose to set up 3 Railways' own thermal power stations each of 2x110 MW capacity, along the electrified sections—one each in West Bengal, Bihar and U.P.

The site selected for setting up thermal power station in West Bengal is at Salanpur near Asansol. The Railways' power stations will be interconnected with the respective grid system of the State for economic operation and to provide assured power supply for electric traction and other important railway installations.

The site studies have been completed and the Feasibility Report for the power station proposed to be set up in West Bengal has been submitted to the Planning Commission for approval and allotment of funds to take up the work in the Fifth Plan.

Petrol Pumps allotted to Orissa

3894. SHRI CHINTAMANI PANIGRAHI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the total number of petrol pumps allotted to Orissa in 1973-74, 1974-75 and in 1975-76 so far?

THE DEPUTY MINISTER IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI C. P. MAJHI): The number of petrol pumps set up by the Oil Companies in Orissa during the last two years is indicated below:—

	1973-74	1974-75
IOC . . .	I	3†
Caltex . . .	I	..
I.B.P. . . .	..	..
H.P.C. . . .	..	..
B/Shell . . .	††	I
	2	4

†The figure includes one outlet belonging to B/Shell which was converted to IOC.

††Burmah Shell's information is on calendar year basis and the one outlet indicated above was set up in 1974.

Oil Companies have not yet finalised their plans for 1975-76.

Percentage of production of formulations by multinational companies

3895. SHRI N. E. HORO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the percentage of the annual production of formulations and drugs being controlled by the multinational companies in the country;

(b) whether Government have any idea to set up new drug industries only in the public sector; and

(c) if so, the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) The share of the foreign majority companies in the production of formulations and bulk drugs in the

country is respectively about 45 per cent and 33 per cent.

(b) and (c). A provision of Rs. 70 crores has been included in draft Fifth Five Year Plan for expansion/diversification of drug industry in the public sector.

Government has appointed a Committee on Drugs & Pharmaceuticals Industry under the Chairmanship of Shri Jaisukhlal Hathi and its terms of reference *inter alia* include:—

"To recommend measures necessary for ensuring that the public sector attains a leadership role in the manufacture of basic drugs and formulations, and in the research and development."

During the Fifth Plan period the public sector undertakings propose to implement the following schemes:—

	Project	Capacity Proposed
Indian Drugs & Pharmaceuticals Ltd.	Synthetic Drugs Plant Expansion.	38 drugs—Expansion from 1989 tonnes to 3307 tonnes p. a.
	Niacinamide Plant	300 tonnes
	Antibiotics Plant Expansion.	Streptomycin from 85 T to 120 T; Tetracycline from 25 to 95 T; Ampicillin 10 T; Doxycycline 5 T.
	New Formulation Unit.	Tablets 1500 million, vials & capsules 30 million, Syrup 1 lakh litres, Ointments 1 KL.
Hindustan Antibiotics Ltd.	Penicillin Expansion	84 mmu to 160 mmu
	Penicillin Plant II	160 mmu
	Expansion in Semi Synthetic Penicillin	5 tonnes to 35 tonnes
	Streptomycin Expansion	85 T to 170 T.
	Vitamin C Expansion	125 T to 250 T.
	Erythromycin	19 T
	New Antibiotics	18 T
	Industrial Enzymes	20 T
	New Formulation Unit	Capacity for formulating 287 T of bulk drugs.

Passengers travelling on railways daily

3896. SHRI H. K. L. BHAGAT: Will the Minister of RAILWAYS be pleased to state:

(a) the approximate number of passengers travelling daily on the Railways; and

(b) the number of trains and the number of locomotives involved?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Approximately 7.3 million passengers travelled daily during the year 1973-74 on the Railways.

(b) Average number of passenger trains run daily on all the Railways during the year 1973-74 was 5,344. A daily average of 2,348 locomotives and 452 electric multiple unit motor coaches were used for running these passenger trains.

Fastest train service in India

3897. SHRI H. K. L. BHAGAT: Will the Minister of RAILWAYS be pleased to state:

(a) the fastest train service in India in terms of speed in mileage per hour, and

(b) how can it be compared with other countries like Japan, England, France, U.S.S.R. and USA?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) 101/102 Howrah-New Delhi Rajdhani Express with a maximum permissible speed of 130 KMPH, is the fastest train on the Indian Railways.

(b) The maximum speeds of the fastest services in these countries as obtained from "Jane's World Railways" 1973-74 Edition are as follows—

Country	KMPH
Japan	210
England	161
France	200
Germany	200
U.S.S.R.	160
U.S.A.	160

Proposal for production of vital drugs indigenously

3898 SHRI RAMAVATAR SHASTRI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government propose to draw up a plan in consultation with indigenous sector of the drug industry for the production of vital drugs and for stopping the expansion of foreign companies; and

(b) if so, the broad outlines thereof and the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. B. GANESH): (a) and (b). The Committee on Drugs and Pharmaceuticals Industry constituted under the Chairmanship of Shri Jaisukhlal Hathi is examining various aspects of the drug industry. The report of the Committee is expected to be received by April, 1975. The terms of reference of the Committee, *inter-alia* include.

"To make recommendations for promoting the rapid growth of the drug industry and, particularly, of the Indian and Small Scale industries sector. In making its recommendations the committee will keep in view the need for a balanced regional dispersal of the industry."

Report of the Committee on "measures for providing essential drugs and common household remedies to the general public, especially in rural areas" have been received. Details of essential drugs and common household medicines which will be required in large quantities are being worked out.

Drug Industry is included in appendix I of the Ministry of Industrial Development press note dated the 16th February, 1973 and foreign companies and large industrial houses are also eligible to participate in this industry. Government have taken the following measures to regulate the expansion of foreign companies and to encourage the Indian sector.

- (i) The Indian sector of the industry is given preference in approval of manufacturing schemes.
- (ii) Manufacture of increasing number of bulk drugs through public sector undertakings.
- (iii) Industrial licences are usually not issued to foreign firms for producing formulations unless linked with the production of bulk drugs.
- (iv) They are asked to take up production of bulk drugs from more basic stages and to make available a suitable portion of their bulk drugs production to non-associated formulation in the country as a condition for being permitted expansion in capacity or for taking up new activity;

Appropriate export obligations are also imposed

- (v) Progressive reduction of foreign equity participation with corresponding increase in the Indian shareholding is imposed when they are allowed expansion of their manufacturing activities.

- (vi) Companies having more than 40 per cent foreign holding and branches of foreign companies operating in India are required to obtain approval of the Government for carrying on any activity of a trading, commercial or industrial nature or for starting fresh activities.

Discussions have also been held with the representatives of Indian Medical Association and the Indian Drug Manufacturers Association regarding the role which the indigenous sector of the drug industry should play in making available drugs in adequate quantities to meet the requirements of the country. This sector has also been asked to prepare a scheme for production of mass consumption drugs at cheap prices and to identify such drugs out of the list given by the Committee. Further consultation with them will follow to draw time bound programme of production/expansion of such drugs. However, discussions have been initiated with public sector undertakings manufacturing drugs and with the Indian Sector of the drug industry to work out necessary steps for larger availability of essential life-saving drugs and to reduce their cost of production. These discussions are continuing.

Revenue Earned through Sale of Platform Tickets

3899 SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of revenue earned through the sale of platform tickets during 1971-72, 1972-73 and 1973-74 and during the current financial year;

(b) is it a fact that sale proceeds of platform tickets have gone down progressively following use of regular journey tickets of the adjoining stations which are cheaper; and

(c) if the reply to question (b) is in affirmative will Government reconsider to reduce the price of the platform ticket matching with the cheapest railway journey ticket to avoid evasion and to mitigate the hardships of general public?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) The amount of revenue earned through the sale of Platform Tickets was as under

1971-72	Rs. 97 21 Lakhs
1972-73	Rs. 109 72 Lakhs
1973-74	Rs. 110 08 Lakhs
1974-75	Rs. 136.69 Lakhs (up to December '74)

(b) No

(c) Does not arise

Construction of Overbridges at different points in Patna

3900 SHRI RAMAVATAR SHASTRI Will the Minister of RAILWAYS be pleased to state

(a) whether construction of an overbridge on the Western Railway crossing at Patna Junction (at Mithapore) is contemplated;

(b) whether there are similar plans to construct overbridges at different points in Patna town particularly at Rajendranagar and Gardanibagh; and

(c) if so, when these projects are likely to be taken up and completed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH). (a) Although Bihar Government had requested in 1969 for inclusion of this work in the phased programme for construction of Road overbridges, no firm proposal has yet been sponsored by the Government of Bihar so far

(b) No.

(c) Does not arise

Recruitment of Class III Employees by Southern Railway Service Commission at Madras

3901 DR K L RAO Will the Minister of RAILWAYS be pleased to state-

(a) how many Class III employees have been recruited in the last four years by the Southern Railway Service Commission at Madras,

(b) how many of these are inhabitants of Andhra Pradesh; and

(c) if the number of those employed from Andhra Pradesh is comparatively small, what steps Government propose to take in order to bridge this inequality?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH) (a) to (c). Information regarding recruitment of staff is not maintained Statewise but only Railwaywise. The number of candidates recommended for appointment by the Railway Service Com-

mission Madras, during the last four years is as under:—

Railway	1970-71	1971-72	1972-73	1973-74	Total
Southern	428	180	540	758	1,906
South Central	304	566	115	992	1,977
Integral Coach Factory	35	27	12	19	93
Total	767	773	667	1,769	3,976

Pilferages and Wagon Breaking in West Bengal during 1974-75

3902 SHRI S. N. SINGH DEO: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of pilferages and wagon breaking has been reported in the State of West Bengal during 1974-75;

(b) if so, whether any special step has been taken by the Railway authorities to stop this anti social activities in the State; and

(c) whether the Railways have approached the State Government for active cooperation for the purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI BUTA SINGH): (a) Yes.

(b) A CID cell, financed by the Railways, has been established in the West Bengal Police for collection of intelligence about movement and activities of railway criminals and bringing them to book. Apart from action under the normal laws, 40 criminals including receivers of stolen railway property have been detained under the Maintenance of Internal Security Act in the State of West Bengal during 1974.

(c) Close liaison is being maintained with the State Government/Police at all levels and their active assistance is sought for the effective prevention and detection of crime on railways.

Setting up of Power Plants in Fertiliser Plants

3903. SHRI BIRENDER SINGH RAO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(a) whether there is any proposal under consideration of Government to set up power plants in the fertilizer plants in the country;

(b) if so, the broad outlines of the proposal, and

(c) the funds allocated for the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

(a) to (c). The setting up of captive power plants in fertilizer units is considered on the merits of each case. Captive power facilities are already in existence in the plants at Kota, Goa, Cochin and Sindri. The Fertilizer Corporation of India are considering proposals for development of captive power generation at Durgapur, Trombay and Gorakhpur and no final decision has been taken.

12 hrs.

श्री हुकम चन्द कछवाय (मुरेना) : अध्यक्ष महोदय, मैंने कामरोको प्रस्ताव दिया है, उसको आप स्वीकार कीजिए। हरयाना की सरकार ने...

अध्यक्ष महोदय : जो हरयाना की सरकार का है वह इस जगह कैसे आएगा? जो प्रान्तीय मसला है वह यहां कैसे आ सकता है?

श्री हुकम चन्द कछवाय : बंशी लाल की सरकार ने हरिजनों पर एक पैसा खर्च नहीं किया और सारा पैसा लैप्स हो गया...

अध्यक्ष महोदय : आर्डर आर्डर। यह प्रान्तीय सवाल है, पार्लियामेंट का सवाल नहीं है।

SHRI THA KIRUTTINAN (Sivaganja): What about my calling attention notice regarding certain utterances made by Shri C. Subramaniam at Madras with regard to allotment of drought relief fund to Tamil Nadu?

MR. SPEAKER: I am not here to tell you about calling attention notices. If it is admitted, you will be informed.

SHRI THA KIRUTTINAN: It is creating misunderstanding between the Central Government and State Government.

MR. SPEAKER: I have not called any member. All of you please sit down.

श्री रामावतार शास्त्री (पटना) : एक महिला ने आत्म हत्या की है... (व्यवधान)

अध्यक्ष महोदय : यह किसी महिला ने जो किया है इसका तो मुझे समझ में नहीं आता है कि यह कैसे करना है? आप इस को उठा रहे हैं।

SHRI S. M. BANERJEE (Kanpur): She is a woman scientist and she has committed suicide.

MR. SPEAKER: I will ask the Home Minister to make a statement on that.

श्री हुकम चन्द कछवाय : अध्यक्ष महोदय, हरयाना की सरकार ने जो पैसा लिया हरिजनों पर खर्च करने वाला वह लैप्स हो गया।

अध्यक्ष महोदय : यह हरयाना की असेम्बली पूछे। यहां यह कैसे आ सकता है?

Where is the responsibility of this Government?

श्री शंकर दयाल सिंह (चतरा) : शंकर देव जी के साथ पवनार आश्रम में जो कुछ हुआ उसके बाद से वह सदन में दिखाई नहीं दे रहे हैं! उस पर चर्चा होनी चाहिए।

(व्यवधान)

अध्यक्ष महोदय : आप लोगों का यह रेकार्ड पड़ा रहेगा। यह अब केवल कागज पर ही तो रहता नहीं, यह पेपरों में भी आता है, तो पचास वर्ष बाद लोग इसको सुनेंगे तो कहेंगे कि आप लोग कैसे होते थे, सभी इकट्ठा बोलते थे। वे भी आप की नकल आगे करेंगे। कहेंगे दस पन्द्रह आदमी एक वक्त इस पार्लियामेंट में बोला करते थे।

श्री अटल बिहारी वाजपेयी (बलियाँ) : कांग्रेस के मेम्बर कह रहे हैं कि शंकर जी कहाँ हैं तो इधर से पार्वती जी भी गायब हैं।

अध्यक्ष महोदय : हम तो आप को ही शंकर समझते हैं। लेकिन आपकी पार्वती कोई नहीं है।

श्री शंकर दयाल सिंह : एक निवेदन है, आपने कल बी एच यू के बारे में कालिग अटेंशन लिया है और आज भी एजुकेशन के सम्बन्ध में है। तो आप कल इसको हटा कर इसकी जगह इस को ले लें क्योंकि यह ज्यादा गम्भीर है।

12.04 hrs.

PAPERS LAID ON THE TABLE

DRUGS (PRICES CONTROL) AMENDMENT ORDER, 1975, AND FURNACE OIL (FIXATION OF CEILING PRICES AND DISTRIBUTION) AMENDMENT ORDER, 1975

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI K. R. GANESH):

I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:—

(i) The Drugs (Prices Control), Amendment Order, 1975, published in Notification No. SO 129(E) in Gazette of India, dated the 7th March, 1975

(ii) The Furnace Oil (Fixation of Ceiling Prices and Distribution) Amendment Order, 1975, published in Notification No. G.S.R. 139(E) in Gazette of India, dated the 1st March, 1975. [Placed in Library See No. LT-9208/75].

DELIMITATION COMMISSION ORDER re PUNJAB

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (DR. SAROJINI MAHISHI): I beg to lay on the Table a copy of Order No. 37 (Hindi and English versions) of the Delimitation Commission in respect of the State of Punjab, published in Notification No. S.O. 113(E) in Gazette of India, dated the 28th February, 1975 under sub-section (3) of section 10 of the Delimitation Act, 1972 [Placed in Library. See No. LT-9209/75].

NATIONAL SAVINGS CERTIFICATES (AMENDMENT) RULES, 1975

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI-MATI SUSHILA ROHATGI): Sir on behalf of Shri Pranab Kumar Mukherjee:

I beg to lay on the Table a copy of the National Savings Certificates (Fourth Issue) (Amendment) Rules, 1975 (Hindi and English versions) published in Notification No. G.S.R. 284 in Gazette of India, dated the 1st March, 1975, under sub-section (3) of section 12 of the Government Savings Certificates Act, 1958. [Placed in Library. See No. LT-9210/75].

TRUSTEES (DECLARATIONS OF HOLDINGS OF SHARES AND DEBENTURES) AMENDMENT RULES, 1974

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): I beg to lay on the Table a copy of the Trustees (Declarations of Holdings of Shares and Debentures) Amendment Rules, 1974 (Hindi and English versions) published in Notification No. G.S.R. 236 in Gazette of India, dated the 22nd February, 1975, under sub-section (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. LT-9211/75].

MR SPEAKER. Calling Attention. Shri Banerjee.

SHRI THA KIRUTTINAN (Sivaganja): Sir, I have given a Calling Attention regarding the statement of Shri Subramaniam. What has happened to that?

MR. SPEAKER: I am not going to tell you what has happened to a Calling Attention

SHRI THA KIRUTTINAN: That statement raises a very important financial principle.

MR SPEAKER: I am not prepared to enter into an argument about a Calling Attention. Every day I receive so many such notices. No. I am not going to tell you about that.

SHRI THA KIRUTTINAN: He has made a statement outside the House.

MR. SPEAKER: I have called Shri Banerjee. I am not allowing anybody else. Shri Banerjee is on his legs. No interruptions please.

12.06 hrs.

**CALLING ATTENTION TO MATTER
 OF URGENT PUBLIC IMPORTANCE**

**REPORTED DECISION OF DELHI HIGHER
 SECONDARY TEACHERS TO LAUNCH
 SATYAGRAHA**

SHRI S. M. BANERJEE (Kanpur):
 I call the attention of the Minister of Education, Social Welfare and Culture to the following matter of urgent public importance and request that he may make a statement thereon:

The reported decision of the Delhi Higher Secondary teachers to launch satyagraha resulting in postponement of examinations affecting the career of 80,000 students and steps taken by Government in this regard

**THE MINISTER OF EDUCATION,
 SOCIAL WELFARE AND CULTURE
 (PROF. S. NURUL HASAN):** As the House is aware, the pay scales of teachers in Delhi and other Union Territories and Organizations on Central scales of pay were last revised in September, 1971 effective from 27th May, 1970. These scales brought about considerable improvement in respect of the minimum and maximum of the pay scales, the span of the time-scale was reduced and certain imbalances that existed between the scales of pay of different categories of teachers were removed. While sanctioning these pay scales, it was stipulated that these will be subject to modifications by the Third Pay Commission and this was acceptable to the teachers.

The Third Pay Commission which was appointed by the Government of India to look into the pay structure of all categories of Central Government employees, including teachers in Delhi have made certain recommendations with regard to the pay scales of teachers. While formulating these recommendations, the Third Pay

Commission had kept in view the pay revisions which have taken place in the case of teachers after the implementation of the Second Pay Commission recommendations. In making their recommendations in regard to teachers, the Pay Commission has observed as under:—

"The revision of the pay scales for the teachers under the Delhi Administration in 1971 were, however, subject to the outcome of our enquiry and we have accordingly reconsidered the matter. Having regard to the increases that have taken place at frequent intervals, in the last five years in the pay scales of teachers under the Delhi Administration, we have come to the conclusion that while the existing total emoluments should be broadly protected, no further increase are called for in these scales. We have, however, satisfied ourselves that the scales that we are recommending on this basis do not result in lower increases over the total emoluments available before the 1971 revision, than the increases that we have suggested for corresponding scales in respect of other categories generally. We have also felt that the time span and the incremental steps of pay scales of the teachers and those of the other categories should more or less conform to the same pattern."

Ever since the Pay Commission's recommendations were announced, the teachers have been protesting and have sent representations to the Government demanding improvement in the pay scales and pointing out what they considered to be anomalies in the pay scales recommended by the Third Pay Commission. These were examined by the Government but it was not found possible to deviate from the recommendations made by the Third Pay Commission which had gone into the matter in depth. The policy of the Government was

[Prof S Nurul Hasan]

explained to the representatives of the teachers. However, they urged the Government to examine their case further.

A large number of teachers resorted to a stay-in-strike from 1st March and also threatened to boycott the Examination of the Central Board of Secondary Education which was to commence from March 7, 1975. In view of this, the Delhi Administration closed the schools in the Union Territory of Delhi from 5th March to 17th March, 1975 (both days inclusive). The Central Board of Secondary Education also postponed the Delhi Higher Secondary Examination for which about 52,000 students from about 500 Higher Secondary Schools in Delhi appear. However, the All-India Higher Secondary Examination for which children from a number of schools affiliated to the Board located in different parts of the country including 35 schools from Delhi appear, is taking place as scheduled from March 7, 1975.

It was expected that the teachers would call off the agitation. According to the available information the Joint Council of Delhi Teachers' Organisations have decided to continue with their stay-in-strike for a week from 18th March, 1975. It is also reported that they have decided to resort to 'Satyagraha' if their demands are not accepted.

Consequent to the continuation of the agitation of teachers, the Delhi Administration have decided further closure of the schools in the Union Territory of Delhi from 18th March to 24th March, 1975 (both days inclusive).

It is very unfortunate that the closure of the schools as a result of the agitation of teachers has caused considerable mental strain to the young pupils and also anxiety to the parents. Whatever may be the grievances of the teachers, it would be unfair to put the young children to undue hardship,

particularly at a time when they are anxious to complete their examinations. The Government are looking into the points raised by the teachers within the framework of the Third Pay Commission's recommendations. I earnestly hope that the teachers in Delhi will realize the gravity of the situation, will immediately call off their agitation, resume their duty and ensure, in accordance with the noblest traditions of their profession, that the pupils are spared avoidable hardship due to a dislocation of the examination schedule.

SHRI S M BANERJEE: I have heard with rapid attention the statement made by the hon. Minister. Unfortunately it is full of sound and fury signifying nothing.

Let me start with the sacrifices that the teachers made in 1971. In the dark days of September 1971 when the country was engulfed in the clouds of the Bangladesh crisis when we were struggling hard to see that Bangladesh became independent, the Delhi teachers set an example of sacrifice by agreeing to the payment on account of their modified pay scales being deferred till the Bangladesh problem was solved. Now when they are in stay in strike, let us not tell them something about patriotism of their duty towards students and all that.

They wrote a letter to the Prime Minister on 12th December 1974. I am reading from the Memorandum which was submitted to the Prime Minister.

"The Joint Council of Delhi Teachers Organisations approach your honour with a request for your personal intervention on the issue of their pay scales."

"We have on several occasions in the past few months submitted detailed memorandum illustrating how the Third Pay Commission by its illogical self-contradictory and retrograde recommendations in respect of the Teachers of Delhi has sought to reverse what your honour had very kindly conceded to them in 1971."

In 1971, the hon Minister for Education wanted that his hands should be strengthened and under his advice, at his instance, the Joint Council of Delhi Teachers Organisations met the Prime Minister, Shrimati Indira Gandhi. She was convinced of the genuineness of the problem and she conceded that this required a de novo consideration. But nothing was done after that. The Pay Commission has further widened the disparity between the pay scales of principals and teachers.

DR KAILAS (Bombay South)
 Principal is not a teacher. Can I ask Shri Banerjee?

SHRI S M BANERJEE: He is a teacher.

The Third Pay Commission has further widened the disparity between the pay scales of principals and teachers. Whereas the principal has been given Rs 220/- more in his total emoluments, the primary teacher gets only Rs 2, and a P.G. teacher Rs 4. The emoluments of T.G. teacher have been sliced by Rs 6. This is what the Pay Commission has done.

The recommended pay scales are not overlapping and carry lower rates of increments than the existing ones. The spans of pay scales for teachers have also been increased.

There are certain categories which have been left out. Certain categories of teachers like P.E.T.s, drawing teachers, craft teachers, etc. have been left out from consideration.

I want the principals to get more. I want the teachers to get more. They are the builders of the nation. But should you think that the difference should be so much? I have got a chart and from the chart, I would like to mention for the information of the hon. Minister who is aware of the problems.

	Rs.
Existing pay scale, effective from 27-5-1970 for a principal . . .	700—1100
Proposed pay scale . . .	1050—1600
Amended pay-scale[] . . .	1100—60—1600
Whereas for the teachers the pay-scale is	
Existing pay-scale . . .	350—700
Amended pay-scale . . .	500—900

Do you accept that there should be a difference of Rs 600?

SHRI B V NAIK (Kanara): That is double the salary the teacher in my area is getting.

SHRI S M BANERJEE: I want actually that the Principal who has a higher responsibility should be given more. I have no quarrel with that. But should the disparity be so much? After all, what harm was done by the teachers? What harm have the teachers done?

DR KAILAS: Harm to the students.

कोई एम. ए. स्टूडेंट हुई है जिसके बिनाफ आप बोलें हैं? महा स्टूडेंट हो या गलन कभी आपने उसका विरोध किया है? मुल्क का धन खपान रखा तो आपके क्या आपका पढ़ाई के लिए अच्छा होगा।

SHRI S M BANERJEE: My mother was a teacher and she was getting only Rs 35, as a primary teacher. I do not come from big, big families. My father was a clerk earning Rs 90. Don't teach me all this. I know what it means to be poor. A doctor rolling in wealth talking about teachers!

DR. KAILAS: Mr. Banerjee does not know ABCD about me. I am not rolling in wealth, I belong to Lala Lajpat Rai's Servants of People Society. I get Rs. 350 per month from the Society and we have to live within this amount. Now I do not get as I am M.P. He is talking absolute nonsense. You may compare my bank balance with Mr. Banerjee's bank balance, which will prove who is rolling in wealth.

SHRI B. V. NAIK: I know Dr. Kailas. What he is saying is true.

SHRI JAGANNATHRAO JOSHI (Shajapur): All his patients should go to Kailas only.

DR. KAILAS: What Kailas? Everyone of us will have to go there some day.

SHRI S. M. BANERJEE: I never wanted to injure his feelings. He may be more aged than myself.

MR. SPEAKER: I thought I should keep out of it for sometime, but it is on the increase.

SHRI S. M. BANERJEE: Why should he say that we are supporting all strikes?

MR. SPEAKER: When you interrupt the Member, that creates difficulty.

SHRI S. M. BANERJEE: Exactly. That is his habit.

DR. KAILAS: He is in the habit of interrupting you, Mr. Speaker. That is the unfortunate part of it. He is accusing me. I am sorry for my interruption. But when he interrupts the Speaker, I feel hurt.

SHRI S. M. BANERJEE: I did not want to interrupt you, Sir.

MR. SPEAKER: A discussion is going on. After all, a situation is a situation and the Members is concentrating on it. When there is some interruption, you distract his attention. Then it creates trouble for the Speaker also.

SHRI S. M. BANERJEE: Thank you, Sir.

MR. SPEAKER: You also don't do it in future.

SHRI S. M. BANERJEE: I shall not look at his face.

I was narrating about the pay scales. In the pay fixation no benefit has been given for services already rendered. Now, what are their demands? I will list the demands one by one:

- (1) Removal of disparity between the salaries of the Principal and the Teacher

I do not say that they should become one. But this sort of gap should not be there. Is it not against the principle of social justice and the imperative need to minimise the number of pay scales? The rate of increment for the teachers has been increased by Rs 5 in each category except with regard to Principal where it has gone by Rs 40-50. The Principal is to get Rs. 50 and the ordinary teacher will not get more than Rs. 5. I am not against the Principal, but I say this should come to an end. I want to know from the hon. Minister what concrete steps has he taken. He asked them to withdraw their agitation. He has made an appeal and I am sure, being a teacher himself, he must have done that with a genuine heart. He has a heart for the teachers which bleeds for the teachers also notwithstanding Dr. Kailas. I would ask him to tell us here and now how he is going to solve their problem so that we may ask the teachers to do away with the Satyagraha. You know, Sir, in what horrible conditions some of the teachers are living. If you hit them, it will only hit their children. They will starve their children. They may start the Satyagraha and go to jail and their children will starve. So, I will request our Minister to tell us what concrete proposals are there with the Government.

I was told that the Congress President Shri D. K. Borooah is also interested in the matter. Mrs. Banerjee is there. She comes from Delhi. Mrs. Banerjee is equally interested as Mr. S. M. Banerjee. So, let us all united try to solve the problem and help the 40,000 poor teachers and at the same time save the career of the lakhs of children. I want to know what concrete proposals has the Minister got

PROF. S. NURUL HASAN: I must crave the indulgence of my hon friend for whom I have the highest respect and esteem and whom I recognise as one belonging, if not the first, then to the next best category. If not a teacher himself, he is the son of a teacher

SHRI S M BANERJEE I am not so highly educated I have passed only the Senior Cambridge I never got a chance to go to a College

PROF S NURUL HASAN I would like to repeat what I had submitted for your consideration about the duties of a teacher. If I had not belonged to that profession, I would not have ventured these words, but, belonging to that profession, I have said so, not in the context of any strike or any agitation, but, with all the sincerity at my command

As a teacher, I might have complaints against the government I might have complaints against anybody but, I do not think that as a teacher, I have a right to do anything which injures the interests of my own students because they are not at fault, whosoever it be. Therefore, I would say that if the teachers think that the Government's stand is wrong, we carry our point by argument, by discussion and, if necessary, by any other means, but, please let us be quite certain that we will not do any thing which will harm the interests of our pupils. In this appeal, I would humbly request of my friends oppo-

site to join me and then I think and I am sure a better climate can be created in which the difficulties can be solved. . .

SHRI S M BANERJEE What are the proposals?

PROF. S NURUL HASAN: The second point I would like to submit is that it is said that what had been given in 1971 has been taken away. As I have submitted in my main statement, teachers and the Government have both stipulated that whatever was being done in 1971 by way of revision of pay-scales was subject to the outcome of the inquiry of the Third Pay Commission. Both had decided that this matter be looked into by the Pay Commission and the Pay Commission's decisions would be binding on both sides.

SHRI S M BANERJEE Why? Pay Commission's recommendations had been modified in many cases

PROF S NURUL HASAN. Let me have my say. That is only if it is a question of a modification here and there, but the frame-work remains of the Third Pay Commission

I am prepared, as I said to look into any case, but that is a different matter. The basis of the Third Pay Commission unfortunately has not been accepted by the teachers. I would appeal to them that they must accept the basis of the Third Pay Commission and then we can hold discussion. But it is not possible to reject the basis of the Third Pay Commission, because, if all those categories whose cases may have been decided on the recommendation of the Third Pay Commission, feel any sense of dissatisfaction and raise this matter again, I don't know where we will be, in the present situation. The Mem-

[Prof. S. Nurul Hasan]

ber has said that disparity between the scales has been increasing. In this connection, I would like to draw your attention to the fact that even in accordance with the Kothari Commission Report what was visualised was that the minimum of a trained graduate would be Rs. 220 and the minimum of a senior lecturer or of a principal of a higher Secondary School would be Rs. 700. Now, if you would see, this is more than three times. According to Kothari Commission, the salary of a Principal—starting salary of a Principal—would be more than 3 times than the starting salary of a trained graduate teacher. Here, Sir, under the Third Pay Commission report, the starting salary of a trained graduate teacher is Rs 440 whereas the starting salary of a Principal is Rs 1100. That is to say, compared to what the Kothari Commission had recommended, the disparity has been somewhat reduced and certainly not increased. He made the point that the trained graduate teacher would in fact get Rs 6 less. I stated this in the other House and I would repeat it here. Teachers who had been appointed prior to 1-1-73 would find revised scales as recommended by the Third Pay Commission are more favourable than even the September 1971 scales by a judicious exercise of the option available to them. For example, in the case of a trained graduate teacher salary plus allowances amounted to Rs 446 and now he will get Rs 470 under the Pay Commission formula.

SHRI S. M. BANERJEE: Rs. 220 for Principal; Rs 4 for trained teacher and Rs 2 in the case of primary teacher.

PROF. S. NURUL HASAN: If the hon. Member listens to me, he will understand the position. I am sure he is not against any rise in the pay of the Principal. Nobody opposed the pay for the Principal either in this House or.....

SHRI ATAL BIHARI VAJPAYEE (Gwalior): Minister may not be opposing, but we are opposing the disparity. We are opposing that.

SHRI S. M. BANERJEE: Huge disparity.

PROF. S. NURUL HASAN: The point is this that in 1971, the Government had not raised the salaries of the principals but only raised the salary of teachers. The recommendation of the Third Pay Commission is very similar to the recommendation of the Kothari Commission. The pay scale of Rs 700-1100 was the scale which the Principals were getting. The conversion scale as recommended by the Third Pay Commission was Rs. 1100-1600. But, what the Government has decided is that for a certain service, the initial senior scale pay was fixed at Rs 1100 while for other services, the initial pay was fixed at Rs. 1050. Government has decided that instead of having these two starting salaries in the senior scale for certain services, it should be uniformly Rs. 1100. Now, to say that this is a major modification is not correct. What has been done in the case of Principals is that they have been given their replacement scale as recommended by the Third Pay Commission whereas in the case of teachers, the Pay Commission came to the conclusion that since they have already received an increase in 1971 there was no further justification for increasing their salaries. So, the relative position recommended by the Pay Commission is more or less similar to the relative position which has been recommended by the Kothari Commission.

SHRI S. M. BANERJEE: What about the other demands? What is the reaction of Government to the other demands?

SHRIMATI MUKUL BANERJEE (New Delhi): The same disparity has again come back.

PROF. S. NURUL HASAN: Even from this side, a very strange argument is being put forward

MR. SPEAKER: In front Shri Banerjee is sitting and Shrimati Banerji is at your back

PROF. S. NURUL HASAN The point here is that the principal, after all, is a very senior and an experienced teacher and therefore to give a comparatively higher pay scale to the principal means that you are opening the promotional avenues for the persons who enter the teaching profession. Therefore, to compare the pay scales of teachers who are beginners in the profession with the pay scales which they would get after having achieved distinction over a span of years is, in my opinion, not a very fair way of comparison

The hon Member has said that there are two pay scales for the primary teachers. To the best of my knowledge, in Delhi there is only one grade for the primary school teachers which has been recommended by the Third Pay Commission that is, Rs 335-560 (Intermittent)

SHRI S M BANERJEE What about the demand for the timebound selection grade for all categories not exceeding six years, the benefit of point to point fixation of pay and modified pay scales for each category of teachers? These are the demands I want to know his reaction about these demands

PROF. S. NURUL HASAN The hon Member has been speaking for the various categories of government servants. He knows it very well that point to point fixation has not been accepted for any other category of government servants. The hon Member has the other formula. He says that there should be a timebound selection grade for anyone who has put in six years. If that be so, then it means that you want a selection

grade and you ask for a drastically modified scale. It has already been given. Therefore, I do not know how it can be considered to fall within the broad frame work of the Third Pay Commission's recommendations. But, as I said within the broad framework, we can look into the problems, provided, I hope, that the interests of the pupils are also kept in the forefront

श्री शशि भूषण (दक्षिण दिल्ली) : अध्यक्ष जी शहर में शिक्षा के काम बन्द : ने मे हडनाल है और हजारों विद्यार्थी अपनी परीक्षा नहीं दे सके। आज शिक्षा ने फैसला लिया है कि वह मत्पात्रह करेगे और हडनाल अधिक दिन तक चलायेंगे। पता नहीं हजारों दिल्ली के विद्यार्थियों का क्या भविष्य होगा ? लेकिन जब आपका फैसला हो जायगा जो विद्यार्थी आज हडनाल की वजह से अपनी शिक्षा से दूर हो गये हैं, उनको एक साब परीक्षा में बैठने के लिये कहा जायेगा तो उनके परीक्षा पास होने में भी दिक्कत होगी। मैं चाहूंगा कि जब आपका फैसला हो जाये तो विद्यार्थियों को थोड़ा मदद दे ताकि वे परीक्षा पास कर सके। क्योंकि कम्यू उनका कोई नहीं है।

अध्यक्ष महोदय, मैं स्वयं तो शिक्षक नहीं हूँ शिक्षक का बेटा भी नहीं हूँ लेकिन पत्नी मरी जरूर शिक्षक है। (स्वव्यंग्य)

डा० कैपलत : शशि भूषण जी, मैं भी शिक्षक का काम कर के ही डाक्टर पढ़ने तथा पढ़ पाया क्योंकि मेरे पिता को सिर्फ 40 रु. पेजेंट मिलती थी।

श्री शशि भूषण : अध्यक्ष जी, डाक्टर माहब ने तो टाटा को हराया है, जिसको हरा देते हैं, उस वर्ग से हमदर्दी जरूर होनी चाहिये, जैसे मेरी हमदर्दी अब बराराम बख्श से है।

[श्री शशि भूषण]

जब मन्त्री महोदय विद्यार्थी थे तो उस वक्त शिक्षक हड़ताल नहीं करते थे। वह जमाना दूसरा था। जिस जगह आप विद्यार्थी थे वहाँ भी विद्यार्थी बहुत कम ही हड़ताल किया करते थे। अब जमाना बदल गया है, अब विद्यार्थी भी हड़ताल करने हैं और शिक्षक भी करते हैं। यह प्रजानन्द की दन है। प्रजातन्त्र में हमेशा बातचीत के लिए दरवाजा खुला रहता है। कल भी मैं आपसे प्रार्थना की थी कि शिक्षकों की जो यूनियन हैं उनसे बात करे मलाह-मशबिरा करके काम करे तो बहुत सी दिक्कतें पैदा नहीं आयेगी।

आपने बहुत से आयोग तथा मध्य बनाये कि उनसे बात की है उनसे बात की है लेकिन शिक्षा यूनियन से बात नहीं की। आप शिक्षक थे और मन्त्री ही नहीं है समाजवादी नेता है, और लैफ्टिस्ट नेता है। ट्रेड यूनियन में आपको आस्था होनी चाहिये। यह मैं सिखाने की बात नहीं करना हूँ बल्कि यह लोगों की मान्यता है। जो शिक्षकों की ट्रेड यूनियन है अब तो उन्होंने अपना एक संगठन बना लिया है सभी पार्टियों के लोग एक साथ हो गये हैं। जा बहुत कम होना है। लेकिन वे सब इकट्ठे हो गए हैं। जब वे सब इकट्ठे हो गये हैं तो आप उनसे बातचीत कीजिये। जितने दिल्ली के एम० पी० ए हैं उन सबका यह फैसला है, अध्यक्ष जी मैं आपको मार्फत कहना चाहना हूँ कि यदि उनसे नैगोसियेशन कीजिये, उनसे बात कीजिये।

SHRI H K L BHAGAT (East Delhi) We all stand for a negotiated settlement

श्री शशि भूषण : यह हड़ताल ज्यादा दिन चलने वाली नहीं है, एक-एक दिन तो फैसला होना है। अगर फैसला जल्दी कर लिया जाये तो बच्चों का भविष्य भी उज्ज्वल हो और आपकी सफलता को भी चार चाँद लग जाये।

हम सब जानते हैं कि बड़े ऐनोमलीज की वजह से कुछ ऐनोमलीज हो गई है। उन ऐनोमलीज को दूर करने के लिये आपने खुद कहा कि आप बाध करेंगे और उन ऐनोमलीज को दूर करेंगे। सर्वेशन ग्रेड की जो उनकी डिमांड है 6 साल की, उसके बाद दिल्ली एडमिनिस्ट्रेशन ने 8 साल रखा है। आप उसे घाट की बजाये 10 कर दीजिए। (व्यवधान)

दिल्ली एडमिनिस्ट्रेशन में भी रिक्मंड किया है, आप इसे हमारी सिफारिश समझ लीजिए, आप सर्वेशन ग्रेड की अवधि 8, 10 साल कर दीजिए या जो चाहे कर दीजिए।

हम मुख्य अध्यापकों के खिलाफ नहीं हैं। मुख्य अध्यापकों के जरूर ज्यादा मनस्वाह होनी चाहिये। मैं न यह बात समझ में नहीं आती कि यह विषयना हमारे प्रान्तों के मंत्रियों के दिल्ली में सबसे ज्यादा था ?

अध्यक्ष जी, दिल्ली में प्रिंसिपल के लिये रु० 1100 का स्टार्ट है और टीचर्स के लिये रु० 550 का है। दुगने का फर्क कर दिया गया है। कई शिक्षक मुख्य अध्यापक से ज्यादा पढ़े-लिखे होते हैं और वे भीनियर टीचर हैं, जिसमें कल प्रिंसिपल बनना ही है, आपने फरमाया कि अनुभवी शिक्षक प्रिंसिपल बन जायगा तो उनकी लोग भी तो अनुभवी हैं। सब तो प्रिंसिपल नहीं बन सकते हैं। बाकी टीचर्स भी प्रिंसिपल के बराबर पढ़े-लिखे होते हैं उनकी पढाई लिखाई में ज्यादा फर्क नहीं होता। तो एक साथ इतना ज्यादा फर्क कर देना, इस तरह से क्षोभ बढ़ना स्वाभाविक है। तो यह विषयना बड़ी है, आपको इसको मानना चाहिये। अब उनकी बड़ी हुई तनस्वाह वापिस होने की बात तो नहीं हो सकती, अगर हाँ सके तो आप शिक्षकों से फैसला कर लें।

श्री० एस० नूतन हसन : आप बताइये कि आप क्या करना चाहते हैं ? क्या कम करना चाहते हैं ?

श्री शशि भूषण : बिहार में प्रिंसिपल को 1000 रुपये मिलते हैं, बाकी को 800 सीनियर टीचर को आसाम में 1155 है और 745 है। ब्रिस्ट बंगाल में 1150 है और 750 है। मध्य प्रदेश में 900 है। यह प्रिंसिपल का मैं बता रहा हूँ। यह किससे शिक्षकों ने ही दो है।

श्री हुकम चन्द कछवाय : (मुनेरा) . माननीय सदस्य गलत बता रहे हैं।

श्री शशि भूषण : अध्यक्ष जी, मैं आपसे जो बात कह रहा हूँ, हायर सैकेंड्री स्कूल के प्रिंसिपल की जो मैं तनख्वाह बता रहा हूँ, अगर यह गलत है तो शिक्षा मंत्री जी खुद जवाब दे सकते हैं। यदि कछवाय साहब जवाब देते हैं, तो मैं उनके जवाब की भी कद्र करता हूँ, अगर मुनामिब हो, शिक्षा मंत्री बैठे हैं, वह हमका जवाब दे। अगर कछवाय जी को कोई खान बरनी है तो लाबी में कर सकते हैं।

अध्यक्ष महोदय : जो आपकी पत्नी न बताया है वह बता रहे हैं न ?

श्री शशि भूषण : नो अध्यक्ष जी, मध्य प्रदेश में 900 और 600 है दिल्ली में 1600 और 900 है। अगर यह आकड़े सही नहीं हैं तो शिक्षा मंत्री जी बैठे हैं, वह बताये। जिस तरह की डिम्पैरिटी है, उसमें डबल का फर्क है। यह जबरन से ज्यादा लगना है। इस एनामली को कैसे दूर करें ? मैं चाहूंगा कि शिक्षकों में मत भेद दूर कर दें।

मैं आप से फिर प्रार्थना करूंगा कि आप शिक्षकों के संगठन को बुलाये उनसे मत करें। आपने राज्य सभा में वाक्या किआ था कि आप उनसे बात करेंगे, कि मैं आपने अभी तक उनको नहीं बुलाया है। इसमें कोई खान की बात नहीं है। आप जब चाहें, मैं उन शिक्षकों का नेकर आपके पास आ जाऊँ, जब आपके पास समय हो आप उनसे मिल लें और उनसे

मिल कर फैसला करें ताकि बच्चों के भाग्य का जल्दी फैसला हो सके और उनका भविष्य उज्जवल हो।

प्रो० एस० नूतल हसन : अध्यक्ष महोदय, मैं टीचर्स की कद्र तो करता ही हूँ, लेकिन टीचर-इन-ला की कद्र ज्यादा करता हूँ। माननीय सदस्य को शायद मही इतिला नहीं है कि मैंने टीचर्स की यूनियन से सलाह-मशविरा नहीं किया। पिछले साढ़ तीन बरस से, जब मैं मझ इस काम को करने का अवसर मिला है, मैं मालूम नहीं किननी मर्नबा हर कटेगरी के टीचर्स की यूनियन्ड से, और उनकी जायट कॉमिन से, तफसीली डिमंडशन कर रहा हूँ। मैंने कब भी यह अर्ज किया था, लेकिन गानि-बन मेरे मोहनरिम दास्त की तबज्जह मेरे जुमले की तरफ नहीं गई। मैं बार-बार टीचर्स पे, और सस्थाओं के, नुमायन्दों में तफसीली बातचीत कर चुका हूँ। मैं एक एक पायट डिम-कस करके अपनी धार्म्यूमेंट दे चुका हूँ। लेकिन सबाल यह है कि अगर धार्म्यूमेंट का जवाब धार्म्यूमेंट में दिया जाये—अगर मेरी धार्म्यूमेंट के जवाब से कोई नई धार्म्यूमेंट दी जाये, तो मैं हमेशा सुनने के लिए तैयार हूँ। लेकिन मुझे शक हो रहा है कि इस वक्त टीचर्सने एक रीयलेस्टिक स्टैंड नहीं लिया है। अगर वे थर्ड पे कमीशन को एक्सेप्ट करने के लिए तैयार हों जिसके लिए वे अब तक तैयार नहीं हैं, तो गाड़ी और आगे बढ़े। हर मर्तबा मैंने उनसे बातचीत की और यह बात कही, लेकिन वे इस बात को किसी भी तरह मानने के लिए तैयार नहीं हैं। आज भी टीचर्स के नाम में जो डिमाण्ड पेज की जा रही है वे थर्ड पे कमीशन के पूरे बेसिस के बाहर है। गवर्नमेंट के लिए यह भुमकिन नहीं है कि वह थर्ड पे कमीशन को रीकमेण्डण्ड को दम तरह में मजबूर-अन्दाज कर दें।

माननीय सदस्य ने दूसरे राज्यों के स्कैल्ड का जिक्र किया है। मैं उनकी खिदमत में

[प्रो० एस० नूबल हसन]

हरियाणा और पंजाब के कम्पैरिटिव ग्रुप्स—मे टोटल एमालुमेट्स, सैलेरी प्लस एलाउंसज, का जिक्र कर रहा हूँ—रखना चाहता हूँ इस लिए कि इस बारे में हरियाणा और पंजाब का खास तौर पर जिक्र किया जाता है, और 1970 में हरियाणा और पंजाब के आधार पर ही रिबिजन का मुताबिक किया गया था।

जहाँ तक मैंने इतिला मिली है हरियाणा और पंजाब दोनों में प्राइमरी टीचर्स का कुल वेतन मय एलाउन्सज के 264 रुपये में शुरू होता है और 446 रुपये तक जाता है। दिल्ली में प्राइमरी टीचर्स के लिए थर्ड पे कमीशन ने जो ग्रेड रीकमेड किया है, वह उस डीयरनेस एमालुमन्स के अलावा है जो तबाम गवर्नमेंट सर्वेन्ट्स को मिलेगा और मिल रहा है और वह है 330 रुपये में 560 रुपये तक।

ट्रेंड ग्रुपेंट टीचर्स के टोटल एमालुमेट्स पंजाब और हरियाणा में 446 रुपये में 610 रुपये तक हैं, और थर्ड पे कमीशन ने दिल्ली के लिए 440—750 रुपये रीकमेड किया है। पोस्ट ग्रुपेंट टीचर्स के कुल एमालुमेट्स हरियाणा और पंजाब में 496—806 रुपये हैं। इसके मुकाबले में दिल्ली में थर्ड पे कमीशन की सिफारिश 550—900 रुपये की है। हमको हम बात को भी ध्यान में रखना है कि स्कूल टीचर्स का ओवर-भाल मैन्गरी स्ट्रक्चर क्या है। मैं चाहता हूँ कि और स्टेट्स के स्कूल भी बनें, लेकिन अगर हम उनका पूरी तरह में नजर-अन्दाज कर देंगे तो इसके बाबर-भाल नेशनल रीपरक्शन होगे।

श्री जसिन्धू भूषण : मैंने प्रिंसिपल्स के मुकाबले में मिडसपरिटी के कि जेंदिये है। मैं उनके बारे में जानकारी चाहता हूँ।

प्रो० एस० नूबल हसन : प्रिंसिपल्स का डेजिनेशन हर जगह नहीं है। अगर मातृमयी सदस्य चाहें, तो हर जगह की जो सूचना मुझे मिल सकती है, वह मैं उनकी खिदमत में पेश कर रहा हूँ।

श्री अटल बिहारी वाजपेयी (ग्वालियर)

अध्यक्ष महोदय, दिल्ली के सभी अध्यापक सपठित होकर कुछ मांगों के लिए सबर्ब कर रहे हैं। अध्यापकों की एकता स्पष्ट रूप से सामने आ गई है, क्योंकि सरकार को विद्यालय बन्द करने पड़े हैं और परीक्षा में टालनी पड़ी है। मन्त्री महोदय ने एक अपील की है कि अध्यापकों को सरकार में कोई शिकायत हो सकती है, मगर उन्हें ऐसा कोई काम नहीं करना चाहिए, जिससे बच्चों का नुकसान हो।

यह मलाह अपनी जगह ठीक है लेकिन अध्यापकों का यह कहना भी ठीक है कि अगर सरकार ने बार-बार उनकी बात नहीं सुनी तो उनके मामले खान्ना क्या है। जब हड़ताल हाथी तो किसी न किसी पक्ष का नुकसान होगा। रेल हड़ताल के दौरान भी यह कहा जा सकता था कि रेल कर्मचारियों का झगडा सरकार से है रेल यात्रियों को क्यों मुसीबत में डाला जा रहा है।

लेकिन अध्यापक अपनी मांग के लिए दिल्ली में 1959 में लड़ रहे हैं। मैचण्ड प कमीशन के मामले उनसे मवाल का नहीं रखा गया। क्यों नहीं रखा गया? दिल्ली के अध्यापक द्वितीय वेतन आयोग के निर्णयों से बचिन रहे ऐसा निर्णय क्यों लिया गया? इस पर उन का आन्दोलन चला। जब श्री मिट्ठाई शर्मा 7 शिक्षा मन्त्री थे? तो 1971 में कुछ बढ़ोतरी की गई। लेकिन उसमें भी जो लोग 195 रुपये से लेकर 250 रुपये पा रहे थे पी० जी० टी० स्कूल में उनको तो लाभ हुआ, जो नये आये, वे तो लाभ में रहे लेकिन जो पुराने थे, उनको फायदा नहीं हुआ।

श्री शिक्षा मन्त्री ने तीसरे वेतन आयोग की रिपोर्ट का एक हिस्सा पढ़ कर सुनाया है और कहा है कि वेतन आयोग ने कहा है कि हम बाबली प्रोटेक्ट करेंगे। बाबली प्रोटेक्ट का क्या अर्थ है? इनक मेंट में कमी हो गई। क्या अध्यापकों को इससे शिक्षाग्रस्त नहीं होती।

मेरे पास जो तथ्य हैं उनके अनुसार एक प्राइ-मरी टीचर को 230 रुपये के पुराने सेट में पिछले साल 15 रुपये का इन्क्रीमेंट मिला था जब उसे आगे आने वाले सालों में 12 रुपये इन्क्रीमेंट मिले ।। अध्यापक ये बातें जनता से कह रहे हैं अध्यापक से तथ्य हमारे सामने रख रहे हैं । तो यह प्रोटेक्शन है तनखाह कम करने का, इन्क्रीमेंट घटाने का, नृतीयबेनन आयोग का मसूबा है ? टी जी टी के लिए आप देखिए 270 रुपये जिसको पिछले साल मिलता था उसको 20 रुपये का इन्क्रीमेंट होना था लेकिन जब जो इम्प्लीमेंटेशन किया जा रहा है उसके बाद 15 रुपये इन्क्रीमेंट होना और पांच साल में 50 रुपये का उसे घाटा होना । पी जी टी के बारे में भी यही स्थिति है । 430 रुपये पर उसकी 20 रुपये की वृद्धि होनी थी । जब वह अगले तीन सालों में केवल 25 रुपये होगी और 15 रुपये का घाटा होगा । यह क्या प्रोटेक्शन दे रहे हैं ? कोई बेतन आयोग वर्मचारिया और अध्यापक की तनखाह कम करें उनका इन्क्रीमेंट का घाटा और आप अध्यापक से यह आशा करें कि वे बेमिक स्ट्रक्चर का मान लें । कोई वग कोई श्रेणी इस तरह के स्ट्रक्चर का नहीं मान सकती । बेतन आयोग बनाए जाने हैं इसलिए कि अगर कहीं बड़ोत्तरी की गुंजाइश हो तो उसके बारे में निफार्मिज करें या बेतन आयोग बड़ोत्तरी की निफार्मिज करने हैं ? मन्त्री महोदय चाहते हैं कि अध्यापक उसे मान लें अध्यापक उसे नहीं मानेंगे और आप समा कीजिए हम भी उन्हें मानने के लिए मनाह नहीं दे सकेंगे । यह प्रोटेक्शन कहाँ हुआ ?

13-06 B.P.

मैं शिक्षा मन्त्री से जानना चाहता हूँ या तो हमारे पास जो तथ्य हैं वह चलते हैं, या तो अध्यापक जो कह रहे हैं वह झूठ कह रहे हैं । अगर झूठ के आधार पर इसका बड़ा आन्दोलन गरीब बड़ा मिलेगा या सफलता । अगर मन्त्री महोदय तथ्यों के आधार पर बातें कर रहे

हैं तो अध्यापक बैठे हुए हैं, बोट क्लब पर प्रदर्शन कर रहे हैं, वह चलें, हम भी उनके साथ चलने के लिए तैयार हैं, हम भी अध्यापकों को समझाए वह भी समझाए । लेकिन यहाँ तथ्यों के बारे में मतभेद है । अध्यापक कह रहे हैं कि हमारा इन्क्रीमेंट घटा दिया गया । यह तथ्य है या नहीं ? अगर यह तथ्य है तो इसका समर्थन कैसे किया जा सकता है ?

दूसरी बात है प्रिंसिपलों के बारे में । शिक्षा मन्त्री बड़ी चतुराई से श्री जगन्मोहन से यह कहलवाना चाहते थे कि क्या आप प्रिंसिपलों की तनखाह घटाने के हक में हैं ? वह चतुर है लेकिन हम लोग भी कोई कम चतुर नहीं हैं ।

एक माननीय सदस्य ज्यादा है ।

श्री अटल बिहारी वाजपेयी नहीं ज्यादा नहीं हैं, अगर ज्यादा होने तो वहाँ होने यहाँ नहीं होने ।

अध्यक्ष महोदय मवाल किमी की तनखाह कम करने का नहीं है । लेकिन शिक्षा मन्त्री को मानना पड़ेगा कि प्रिंसिपलों का बेतन आपने बढ़ा दिया । काठारी कमीशन की निफार्मिजों का आप हवाला दे रहे हैं 1100 से 1600 रुपये तो क्या अन्तर नहीं बढ़ा है ? क्या इस अन्तर के कारण ईर्ष्या पैदा नहीं होती आप कह सकते हैं कि अध्यापकों को आगे जा कर प्रिंसिपल होना है । अगर आज उन्हें क्या मिलता है ?

श्री एन० एम० बनर्जी प्रिंसिपल तो एक ही बनेगा ।

श्री अटल बिहारी वाजपेयी हम नहीं चाहते कि आप किसका तनखाह कम करें, हम तो बढ़ाने के लिए मठ रह हैं । लेकिन एक को बढ़ा दें और दूसरे बेतन आयोग का हवाला दें, दूसरे बेतन आयोग प्रिंसिपल के लिए तो बड़ा उधार हो गया

[श्री अटल बिहारी वाजपेयी]

और प्राइमरी टीचर्स के लिए इन्फोर्मेट में कमी कर दी, शिक्षा मन्त्रा महोदय जानते हैं कि तृतीय वेतन आयोग की शिफारिशों 26 मामलों में सशोधित की गई । कर्मचारियों में बातें हुई, उनकी शिकायतें सुनी गई और शिफारिशों में परिवर्तन किया गया, यह तृतीय वेतन आयोग की रिपोर्ट कोई पुराण नहीं है, बौद्ध नहीं है, गीता नहीं है। कोई पवित्र दस्तावेज नहीं है कि जिसको हाथ नहीं लगाया जा सकता है ।

एक बात और कही गई है । मैं मन्त्रा महोदय से जानना चाहता हूं मुझे यह बताया गया है कि आप जो सेलेक्शन स्केल की बात कह रहे हैं तो आप का कहना यह है कि किता प्रदेश में ऐसा नहीं है कि कुछ सालों तक नौकरी करने के बाद ऐसा होता हो, मुझे यह बताया गया कि केरल...

प्रो० एस० नूरुल हसन : मैंने इस तरह की बात नहीं कही है । अगर मेरे मुंह से निकल गई हो जैसे कि माननीय सदस्य ने कहा कि इनकी सूचना में गलती नहीं थी बल्कि कहने में गलती हो गई होगी, तो वह बात दूसरी है । मेरा जहां तक ख्याल है मैंने यह नहीं कहा कि किसी स्टेट में टाइम के हिसाब से सेलेक्शन ग्रेड नहीं दिया जाता, इस किस्म की कोई बात मैंने नहीं कही । मैंने यह कहा कि जो थर्ड पे कमीशन की पूरी स्कीम है इसमें किसी जगह पर किसी पर्टीकुलर टाइम के आने पर सेलेक्शन ग्रेड देने का कोई प्राविजन नहीं है ।

श्री अटल बिहारी वाजपेयी : लेकिन अध्यक्ष महोदय केरल में, कर्नाटक में वहां की सरकारों ने शिक्षकों को यह सुविधा दी है कि 12 वर्ष के बाद वे सेलेक्शन ग्रेड के हकदार हो जाएंगे या जो नेक्स्ट हायर ग्रेड है वह उन्हें मिलन चाहिए । और प्रदेशों में हो सकता है ता दिल्ली में भी उसको लागू किया जा सकता है । शिक्षा मन्त्री महोदय मानेंगे कि 20 साल बीतने के बाद भी शिक्षक उसी ग्रेड में पड़ा

सड़ता रहे क्या यह उसके लिए शिक्षक के नाते अपना दायित्व पूरा करने में उत्साह देने वाली बात है ? शिक्षक की जिस गरिमा का हम आप वर्णन करते हैं उस गरिमा के अनुकूल आखिर वे योग्य थे इसीलिए शिक्षक बनाए गए, कुछ दिन काम करके उनको अनुभव हुआ, तो अब कहीं जाकर तो आप उनको यह गारंटी दीजिए कि उनको नेक्स्ट ऊंचे ग्रेड में रख दिया जायगा । आप छः साल की बात न मानें, दस साल की मान सकते हैं । लेकिन यह मुद्दा ऐसा है कि जिस पर शिक्षकों के साथ बैठ कर चर्चा हो सकती है । मैं यह जानना चाहता हूं कि क्या सरकार एक प्रतिष्ठा का प्रश्न बना कर बैठी है ?

प्रो० एस० नूरुल हसन : जी नहीं ।

श्री अटल बिहारी वाजपेयी : नहीं, तो फिर यह क्यों बार बार कह रहे हैं कि जब तक थर्ड पे कमीशन का स्ट्रक्चर नहीं मान लेते तब तक हम बात नहीं करेंगे ? आप स्ट्रक्चर को मनवाने की बात करिए, अध्यापक उसकी बदलवाने की बात करेंगे । मगर बात के लिए, मुलाकात के लिए तो रास्ता अवश्य होना चाहिए ।

प्रो० एस० नूरुल हसन : साढ़े तीन वर्ष से बातचीत कर रहे हैं ।

श्री अटल बिहारी वाजपेयी : हां, अध्यक्ष महोदय, यह मन्त्री महोदय ने ठीक कहा है कि अध्यापक साढ़े तीन वर्ष से बातचीत के द्वारा मामला हल करने की कोशिश कर रहे हैं अब उनके धैर्य का बांध टूट गया है इसलिए हड़ताल के मैदान में उतर आए हैं । मन्त्री महोदय ने कहा कि हड़ताल नहीं करनी चाहिए । वह बता दें कि शिक्षकों के सामने और रास्ता क्या है ? मैं जानना चाहता हूं मन्त्री महोदय इस समस्या को सुलझाने के लिए कौन ठोस और प्रभावी उपाय अपनाने जा रहे हैं यह सदन को बताएं । हड़ताल से हम भी चिन्तित हैं । मगर हम शिक्षकों को ऐसी सलाह नहीं दे सकते जिस

से कि उनके न्यायोचित अधिकार न माने जाये और सरकार की मनमानी चले ।

प्रो० एस० नूरुल हसन : अध्यक्ष महोदय ... (व्यवधान) ...

अब मैं क्या कहूँ ? बैनर्जी साहब कहीं तो पे कमीशन की सिफारिशों को मनवाने की बात करते हैं, कहीं कहते हैं कि न मानो ।

श्री एस० एम० बैनर्जी : तीन महीने में हमने 26 जगह उसको मौडिफाई किया है ।

प्रो० एस० नूरुल हसन : मैं एक एक प्वाइंट को लेना चाहता हूँ । पहली बात तो यह है, माननीय सदस्य ने कहा कि प्राइमरी स्कूल टीचर पांच वर्षों में 25 रुपये का घाटा उठाएगा और पी० जी० टी० भी पांच वर्षों में 25 रुपये का घाटा उठाएगा । जो प्राइमरी स्कूल का टीचर है जिसकी तनख्वाह पहली जनवरी, 1973 को तनख्वाह और एलावेस मिला कर 328 रुपये थी पुराने स्केल में वह पांच वर्ष के बाद 368 रुपये होती । नये स्केल में वह शुरू करता 350 पर और पांच वर्षों के बाद उसकी तनख्वाह होती 392 रुपये । फिर उन्होंने मिसाल दी पोस्ट ग्रेजुएट टीचर की जिसके कि कुल एमाल्यूमेंट्स पहली जनवरी 1973 को 546 रुपये हैं उसको पांच वर्ष के बाद 674 रुपये मिलते, फिफथ डियर में और नये पे स्केल में थर्ड पे कमीशन के पे स्केल में 575 रुपये से शुरू करके पांचवें साल में 675 रुपये उसको मिलते । इसलिए यह जो इम्प्रेशन माननीय सदस्य का है वह दुरुस्त इम्प्रेशन नहीं है ।

दूसरी बात यह है कि ...

श्री अटल बिहारी वाजपेयी : आप पूरी तनख्वाह मिला कर बता रहे हैं । मैंने खाली इन्कीमेंट का सवाल खड़ा किया । क्या यह सच है कि इन्कीमेंट उसका घट गया है ?

प्रो० एस० नूरुल हसन : यह तो मैं इन्कीमेंटल रेट बता रहा हूँ कि टोटल एमाल्यूमेंट्स उसकी ऐक्चुअल सैलरी क्या होगी ।

दूसरी बात—माननीय सदस्य ने केरल और कर्णाटक की मिसालें दीं । क्या माननीय सदस्य की खातिर यह है कि हम केरल और कर्णाटक के पे-स्केल यहां पर लागू कर दें ? अगर यह बात है तो हमें वैसा कहें—लेकिन मेरी राय में यह टीचर्स के साथ ज्यादाती होगी ...

श्री अटल बिहारी वाजपेयी : वह हवालः सिलैक्शन ग्रेड के बारे में दिया गया है, पे स्केल के बारे में नहीं ।

प्रो० एस० नूरुल हसन : यह क्या बात हुई—एक टुकड़ा यहां से रख लिया, एक टुकड़ा वहां से रख लिया । पिक-एण्ड-चूज अच्छी चीज होती है, लेकिन, हुजुरेवाला, अगर किसी की आंख पसन्द आई तो वह ले ली, किसी के कान पसन्द आये तो वह ले लिये, किसी की जुवान पसन्द आई तो वह ले ली—तो उससे क्या समां बंधेगा ? मैं इस बात का ना पहले ही अर्थ कर चुका हूँ चतुराई में इनके मुकाबला करने की मैंने कभी जुरत नहीं की है । इन्होंने इस डिबेटिंग प्वाइंट को बड़ी खूबसूरती से पेश किया—जी खुश हो गया । इन्होंने कहा कि 3 वर्ष से टीचर्स अपनी बात कह रहे हैं, आप उसको अगर नहीं सुनते हैं तो वे क्या करें, क्या सड़क पर जायें ? तीन वर्षों में मैंने उनके आर्ग्यूमेंट्स को कई बार सुना है । अब अगर डायलॉग का मतलब मोनो लॉग है, अगर हमारी बात नहीं मानेंगे तो हम यह करेंगे, वह करेंगे—तो वह टीचर क्या जो इस तरह की बात करे । आप आर्ग्यूमेंट्स के साथ बोलिये, मैं हमेशा आप की बात सुनने को तैयार हूँ, लेकिन आर्ग्यूमेंट्स को छोड़ कर आप किसी एक्स्ट्रा आर्ग्यूमेंट्स पर आ जायेंगे तो मैं क्या कर सकता हूँ ...

श्री सभर गृह (कन्टाई) : एक पालिया-
मेंटी कमेटी बना दीजिये—उमने आप रहेगे,
एक दो आदमी और रहेगे—दो तीन मेम्बरो
की कमेटी बन जाय ।

प्रो० एस० नूरुल हसन : उसमे सेम-साइड
नहीं होनी है, फीनो टीचर्स को नहीं लिया जा
सकता है ।

श्री सभर गृह : इम्पार्सल टीचर्स की कमेटी
बना दीजिये—वे डिमीशन ले ।

श्री अटल बिहारी वाजपेयी : आप बनना-
इसे कि आप क्या करने वाले हैं ?

प्रो० एस० नूरुल हसन : मैं बहुत सीरि-
यसली यह अर्ज करना चाहता हूँ कि आप इस
पूरे मामले पर ठण्डाई से गौर करें और यह देखें
कि यह जो तरीका अपनाया गया है—यह
कहा तक मुनासिब है । मैंने ध्यान बकनव्य मे
पहले ही यह अर्ज किया है—आइ-एम-प्रिपेअर्ड
टु-चुक्-इनटु-दि-प्लाइन्ट्स । जब तक जो बेमिक
क्रेम-वर्क है—थर्ड पे कमीशन उसको मजूर
नहीं करेंगे तो काम कैसे चलेगा

श्री एस० एस० बनर्जी : आप ने तो उसे
सक्षमण रेखा बना रखी है ।

प्रो० एस० नूरुल हसन : अगर मैं उसे
पब्लिक इन्सालेज समझना तो मैं “आई-एम-
प्रिपेअर्ड-टु-चुक्-इनटु-दि-प्लाइन्ट्स” कैसे कहता
लेकिन इस का आधार मानिये । अगर आप
उन चीजों को जो बिन्कुल पे-कमीशन के
क्रेम-वर्क में नहीं हैं माने हैं तब तो बड़ी मुश्किल
हो जायगी । इसी लिये प्लाइन्ट-टु-प्लाइन्ट
फिल्लेज का जो बान बही गई थी उसका
मैं जवाब दे चुका हूँ—प्लाइन्ट-टु-प्लाइन्ट
फिल्लेज का सवाल अभी भी नहीं माना गया,
किसी स्टेज पर नहीं माना गया, किसी कैंटेनरी
के लिये नहीं माना गया । अगर इस कैंटेनरी के
लिये मान लें तो इसकी ऐसी इम्प्लीमेंटेशन
होगी जिनकी कोई इन्फार्म नहीं है ।

SHRI NOORUL HUDA (Cachar): It
is known to all that the minister also
belonged to the noble profession of
teaching That is why I was a bit sur-
prised when he said in his statement
that the agitation of teachers has
caused considerable mental strain to
the young pupils and also anxiety to
the parents It is true that due to the
agitation of the school teachers in
Delhi since 1st March, 75 thousands
of school-going children have been
suffering and it is also causing strain
to their parents But, at the same
time I would like to ask the hon.
Minister what are the other alterna-
tives the teachers have except to re-
sort to this agitation And they have
said they would continue this agita-
tion until their minimum demands are
met The Minister just now said that
there was a dialogue between the
Government and the teachers and
their representatives for the last three
and a half years It is obvious that
this dialogue for three and a half
years has not produced any result
and it has not resolved the dispute
so far It is true that these teachers,
40,000 of them, have been agitating
for their demands But you would ap-
preciate that they have tried their
best for the last two or three years
to extract certain concessions from
the Government and when all the
efforts failed it is only then the tea-
chers have been will'ly nill'ly forced to
resort to satyagraha or sit in strike,
or whatever you call it

The days when the teaching com-
munity would be satisfied with Rs 200
or Rs 300 are gone because the cost
of living specially in Delhi and sur-
rounding areas, has gone up very
high and it has become very difficult
for the teachers to meet their expen-
ses with their present emoluments.
That is why they have resorted to sat-
yagraha In the background of this, I
would like to ask some relevant ques-
tions

The Third Pay Commission made
their recommendations more than a
year back. What was the reason for

the Government not implementing those recommendations so far in respect of the Delhi teachers? Why was this matter allowed to hang on all this time and create problems for the students?

Secondly, regarding the implementation of the Pay Commission's recommendations, Government have deemed fit to start from the highest paid category of teachers, namely, the principals. We do not grudge the increments to the principals, let them get higher scales of pay. But why is it that the Government have not shown the same sympathies towards the lesser paid teachers of Delhi schools?

Thirdly, when the selection grades were announced sometime back there were many complaints that in the preparation of the seniority list certain favours were bestowed on certain category of teachers. I would like to know whether it is true or not. It is also alleged that just to deprive the post-graduate teachers of the selection grade, a large number of post-graduate teachers were confirmed just on the eve of the declaration of the selection grade. I understand that this action of the Government has been held to be *mea fide* by the High Court and the persons concerned have since been de-confirmed by the Delhi Administration. So, I would like to know why the Government have not given the selection grade to these teachers simultaneously with their confirmation, and why this matter has been delayed to create dissatisfaction among the teachers. I would like to know when the eligible teachers would be given the selection grade and whether this would be effective from the date from which the persons junior to them have been given the selection grades.

Fourthly, it is said that in the case of certain categories of teachers, particularly post-graduate teachers, the Pay Commission has decreased the rate of annual increment to a figure

which is lower than what they were getting earlier. I would like the hon. Minister to enlighten us whether this is true or not.

It is alleged that in the preparation of the seniority lists of teachers there was favouritism and nepotism and some benefits were given to those who do not deserve them. The general criterion for the fixation of seniority is the date of appointment. This is the criterion followed in other departments. But, in the case of school teachers, this criterion has not been followed. I would like to know from the hon. Minister why this discrimination has been practised.

In the statement the hon. Minister says that the Government expect that the teachers would call off the agitation. I do not know on what basis the Government had been holding such an expectation. Were there any such negotiations? Was any promise made by the teaching community that they would unilaterally withdraw their agitation without getting any concession from the Government?

Lastly, the newspapers have reported that a concrete offer from the Government is said to be in the offing. But till now, there are no indications of such an offer being made to the teaching community of Delhi. So, I would like to know whether this is true.

In conclusion, I would like to urge upon the hon. Minister, who was a distinguished teacher of the Aligarh University to sit with the representatives of the teachers and settle the dispute at a very early date so that the teachers may withdraw their agitation and thereby remove the worries of the school children and their parents.

PROF S NURAL HASAN In the earlier part of his observations the hon. Member said what can the teachers do if the Government do not concede their demands. As I have

[Prof. S. Nihal Hasan]

explained to them, the Government have some difficulties. I do not wish to repeat what I have already said at some length. Unfortunately, I am unable to accept the contention that this movement is only because of the increased cost of living. I am told, and the hon. Member may know much better than I do, that the cost of living in Delhi is not very different from the cost of living in Calcutta or Bombay. It is more or less the same. But, compared with these two metropolitan towns, the pay scales that have been recommended for the teachers here are appreciably better. This is a point which I would like to submit for your consideration.

The hon. Member has asked why is it that we have not yet implemented the recommendations of the Third Pay Commission in respect of teachers. This was really because the teachers had been expressing their disapproval of those recommendations, and I had been hoping that it would be possible for me to persuade them, and that before formal orders are issued we will take into account any points which can be modified within the broad framework of the report, but if my hon. friend would like that we should issue the orders implementing it, this is certainly something we can consider. I have already answered at some length the reason why the initial salary of the Principals was raised from Rs 1050 to Rs. 1100. Otherwise there is no change in the grade. Sir, in regard to the seniority list for purposes of Selection Grade, I give this assu-

rance to the hon. Member and through you to the House and to the teaching community that if there are any mistakes that have been made, any errors that have crept in Government would always be willing to look into it and ensure that seniority lists are correctly made. In regard to the cases which went before the hon. High Court of Delhi, the difficulty that arose was that some teachers came and said that if before they were promoted to the next higher post, they got the proforma promotion in the Selection Grade, then their salary in the next higher grade would be higher. Therefore, in order to help them, Government agreed, Delhi Administration agreed—that this would be done. The hon. High Court came to the conclusion that this was an erroneous view and it was wrongly said. Therefore, in accordance with the orders of the High Court the original order of Delhi Administration has been completely modified and immediate action is sought to be taken to see that all those whose confirmation is due are given confirmation as quickly as possible.

Sir, so far as the rate of increment of the Post-Graduate teachers is concerned, the post-graduate teachers under the 1971 scale were receiving Rs. 350—25—400—30—700. The Pay Commission has kept their rate of increment at Rs. 25/- and Rs. 30/- and has recommended Rs. 550—25—750—EB—30—900. So, the hon. Member may very kindly observe that the rate of increment of Rs. 25/- and Rs. 30/- which was there in 1971 is being maintained by the Pay Commission.

SHRI S. M. BANERJEE: Why not hold negotiations? He has said nothing about this.

15.36 hrs.

**STATEMENT RE. SETTING UP OF
WAGE BOARDS FOR WORKING
JOURNALISTS AND NON-JOUR-
NALIST NEWSPAPER EMPLOYEES**

MR. SPEAKER: Shri K. V. Raghu-
natha Reddy to make a statement. You
can lay it on the Table.

(Interruptions)

SOME HON. MEMBERS: He should
read it.

(Interruptions)

MR. SPEAKER: If you want, you
can make a request. He can read it.

श्री केशि भूषण : एन० यू० जे० प्रखबार
मजदूरों की बजट बोर्ड स्थापना है ।
(इश्वरदास)

**THE MINISTER OF LABOUR
(SHRI RAGHUNATHA REDDY):**
Sir, the Working Journalists and other
Newspaper Employees (Conditions
of Service) and Miscellaneous Pro-
visions Act, 1955 provides for the
constitution of Wage Boards for
Working Journalists and non-jour-
nalist newspaper employees con-
sisting of:

- (a) two persons representing
employers in relation to
newspaper establishments;
- (b) two persons representing
working journalists or non-
journalist newspaper em-
ployees, as the case may be;
and
- (c) three independent persons,
one of whom shall be a per-
son who is, or has been, a
Judge of a High Court or the
Supreme Court and who
shall be appointed as the
Chairman thereof.

Government have now decided to
constitute Wage Boards for working
journalists and also for non-journa-
list newspaper employees, under the
5 LS-9

Chairmanship of Shri D. G. Palekar,
retired Judge of the Supreme Court
Other independent members of these
Wage Boards will be:—

(1) Shri B. C. Bhagawati, M.P.,

(2) Shri R C Dutt, Retired
Secretary to the Government
of India.

Two representatives of the em-
ployees on the Wage Board for Work-
ing Journalists will be S. B. Kolpe
and Shri T R Ramaswami, Presi-
dent and General Secretary respec-
tively of the Indian Federation of
Working Journalists and those on the
Wage Board for non-journalist news-
paper employees will be Shri S. Y
Kolhatakar and Shri K L Kapur,
President and General Secretary res-
pectively of the All India Newspaper
Employees Federation. As regards
the representatives of the employers,
the Indian and Eastern Newspaper
Society and the Indian Languages
Newspaper Association have been re-
quested to nominate one person each
on these Wage Boards. Their recom-
mendations are awaited.

SOME HON MEMBERS rose--

SHRI SAMAR Guha (Contai): On
a point of order, Sir, I have written
to you... (Interruptions).

MR SPEAKER: No question on
the statement made by the Minister.
(Interruption)

**SHRI R. S PANDEY (Rajnand-
gaon):** Sir, in this very House, in
April, 1974 this question was raised
regarding the representation of these
two unions.

Now, I want to know.....

MR. SPEAKER: No questions can
be put after the Minister's statement

SHRI R. S. PANDEY: On a point
of submission Sir... (Interruptions)

SHRI SAMAR GUHA: On a point
of order, Sir.

MR SPEAKER: No point of order.

श्री अटल बिहारी वाजपेयी (बालीगढ़)
नियमों के हिसाब से इन नहीं पूछ सकते हैं
लेकिन आप चाहे तो इस मामले में एकसूच-
न कर सकते हैं।

अध्यक्ष महोदय : एकसूचन नहीं होता
है। यह तो कभी नहीं हुआ।

श्री अटल बिहारी वाजपेयी सरकार न
जो भी फैसला किया है नेशनल यूनियन आप
वर्किंग जनरलिस्ट के साथ बड़ा अन्याय
किया है।

SHRI SAMAR GUHA I have
nothing to say either in favour or
against any of the unions of journa-
lists. This matter agitated the House
and there was a hot discussion regard-
ing representation in the Wage Board
because the hon. Minister showed
certain partisan attitude towards one
organisation of the journalists. (In-
terruptions)

In the discussion held in April
1974, the hon. Minister had assured
that he would take into consideration
all the views and that on the merits
of the whole issue, he would give
consideration to all aspects and he
would try to do justice in the matter.
But now I find that the Chairman and
the Secretary of the same union of
the working journalists have been
nominated. The other union, the Na-
tional Union of Journalists which has
also been recognised by the Informa-
tion and Broadcasting Ministry and
the Press Council and the Duty Com-
mittee should have been given repre-
sentation. The Chairman and the
Secretary of the same union of work-
ing journalists will give the same
views. What harm would it have
been if the views of another section
of journalists had been taken into
consideration by incorporating one of
their members in the Wage Board?

(Interruptions)

The hon. Minister has particular
political views. He has given ex-
pression to his views in nominating
the members of only one union of
journalists in the Wage Board.

13.33 hrs.

CENTRAL AND OTHER SOCIETIES (REGULATION) BILL,

CONCURRENCE IN RECOMMENDATION OF
RAJYA SABHA TO APPOINT MEMBER TO
JOINT COMMITTEE

THE MINISTER OF STATE IN THE
MINISTRY OF LAW JUSTICE AND
COMPANY AFFAIRS (DR SARO-
JINI MAHISHI) I beg to move

'That this House do concur in the
recommendation of Rajya Sabha
that Lok Sabha do appoint a mem-
ber of Lok Sabha to the Joint Com-
mittee of the Houses on the Central
and Other Societies (Regulation)
Bill, 1974 in the vacancy caused by
the resignation of Shri Shankar
Dev and do resolve that Chaudhary
Nitiraj Singh a member of Lok
Sabha be appointed to the said
Joint Committee to fill the vacancy.'

MR SPEAKER The question is

'That this House do concur in the
recommendation of Rajya Sabha
that Lok Sabha do appoint a mem-
ber of Lok Sabha to the Joint Com-
mittee of the Houses on the Central
and Other Societies (Regulation)
Bill, 1974, in the vacancy caused
by the resignation of Shri Shankar
Dev and do resolve that Chaudhary
Nitiraj Singh, a member of Lok
Sabha, be appointed to the said
Joint Committee to fill the
vacancy.'

The motion was adopted.

12.34 hrs.

**STATUTORY RESOLUTION RE.
 DISAPPROVAL OF NORTH-EAS-
 TERN AREAS (REORGANISATION)
 AMENDMENT ORDINANCE, 1975
 AND NORTH-EASTERN AREAS
 (REORGANISATION) AMEND-
 MENT BILL**

MR. SPEAKER: Shri Jagannathrao Joshi.

SHRI S. M. BANERJEE (Kanpur): Sir, I rise on a point of order.

MR. SPEAKER: He is on item No. 9. He has not yet spoken anything.

SHRI S. M. BANERJEE: It is regarding the business of the House. My submission is only this. Yesterday, we were not told that this item would be coming up today. We were preparing to speak on the Railway Demands. Suddenly, they change the order without giving any information to us.

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): I will explain.

SHRI S. M. BANERJEE: You will explain and, ultimately, we will accept.

MR. SPEAKER: These are the Ordinances. They have to be brought before a particular date.

SHRI S. M. BANERJEE: That is true. In that case they should have consulted us. But they didn't consult us and it is very difficult for us.

MR. SPEAKER: Mr. Banerjee, a supplementary notice was issued that this will come up today.

श्री अमरावत राव जोशी (नागपुर) :
 मध्यम महोदय, मैं निम्नलिखित सक्षम पेश करना हूँ :

“यह सक्षम राष्ट्रपति द्वारा 20 जन-
 वरी 1975 को प्रख्यापित पूर्वोत्तर क्षेत्र

(पुनर्गठन) संशोधन अध्यादेश, 1975
 (1975 का अध्यादेश संख्या 2) का
 निरनुमोदन करती है।”

12.36 hrs.

[Mr. DEPUTY-SPEAKER in the Chair]

वास्तव में यह जो विधेयक लाया गया है
 इसका दायरा बहुत ही सीमित है। किन्तु दो
 बातों को लेकर मैं इसका विरोध करता हूँ।
 आपने उपाध्यक्ष महोदय छोटी मोटी बातों को
 लेकर अध्यादेश जारी करने की प्रवृत्ति जो
 सरकार के अन्दर पैदा हुई है अपनी नापसन्दी
 प्रकट की थी। इतना होने के बाद भी सरकार
 ने इस अध्यादेश को जारी करके उम्मी उपक्रम
 को जारी रखने का परिचय दिया है। मैं सम-
 झता हूँ कि आपानकालीन स्थिति में ही अध्या-
 देश जारी करने का महारा लिया जाना चाहिये।
 कोई एक दम में घटना घट जाए और ससद
 का सत्र न चल रहा हो तो उस समय महामहिम
 राष्ट्रपति महोदय सविधान प्रदत्त अधिकारों
 का उपयोग करके अगर अध्यादेश जारी करें
 तो किसी को कोई आपत्ति नहीं हो सकती है।
 किन्तु यह जो अध्यादेश जारी किया गया यह
 पूर्वोत्तर क्षेत्र (पुनर्गठन) संशोधन विधेयक जो
 पहले ही पारित हो चुका था और जिसमें यह
 व्यवस्था थी कि स्टेट इलेक्ट्रिसिटी बोर्ड और
 स्टेट बेयर हाउसिंग कार्पोरेशन इसको आपने
 प्रलग से बनाना है और जो पहले से ये सब ठन
 काम कर रहे थे दो सालों के अन्दर उनका
 पुनर्गठन होना आवश्यक था, वह चीज दो
 सालों के अन्दर नहीं हो सकी। इसलिए पहले
 बानि संस्थानों का कार्यकाल एक साल और
 बढ़ा दिया गया 1974 में। उसके बाद में एक
 साल के भीतर भीतर स्टेट इलेक्ट्रिसिटी बोर्ड
 के बारे में साठे पुनर्गठन की जो प्रक्रिया पूरी
 होनी थी वह नहीं हुई। इसलिए इस अध्यादेश
 को जारी किया गया है और अब इसके स्थान
 पर एक संशोधन विधेयक लाया गया है। इसमें
 36 महीने के बदले 38 महीने बानी दो महीने
 और उसका कार्यकाल बढ़ाया जाना है।
 लेकिन आप देखें कि दिसम्बर में हमारा सत्र

[श्री जगन्नाथ राव जांश:]

बालू था। क्या उस समय यह कल्पना नहीं की जा सकती थी कि बीस जनवरी तक यह सारा काम पूरा नहीं होगा? अगर की जा सकती थी तो बीस दिसम्बर तक हमारा सत्र चला उससे पहले ही क्यों नहीं एक संशोधन विधेयक लाकर उसको यहाँ पास करा लिया गया? जैसे अभी आए हैं वैसे ही कार्यकाल बढ़ाने वाला विधेयक लेकर तब जा सकते थे। दो महीने के बजाय तीन या चार महीने कार्यकाल को बढ़ाया जा सकता है। किन्तु एक बार कार्यकाल एक साल के लिए बढ़ाने के बाद भी जब यह काम नहीं हुआ तो इन्होंने अध्यादेश जारी करना जरूरी समझा और यह जो अध्यादेश इन्होंने जारी किया सबसे पहले इस पर मैं अपना विरोध प्रकट करना चाहता हूँ। लोकतन्त्र में अध्यादेशों का सहारा लेकर, इनको आधार बना कर बार-बार चलावा ठीक नहीं है। कोई आपातकालीन घटना नहीं घटी थी कंट्रोलिंग घटना घट गई है, ऐम. बान नहीं थी कंट्रोलिंग घटना नहीं थी जिस की इन्होंने कल्पना न की हो और जिसका मुकाबला करने के लिए आपको अध्यादेश जारी करना पड़ा हो। ऐसी स्थिति कोई पैदा नहीं हुई थी कि राष्ट्रपति जी को अधिष्ठान द्वारा प्रदत्त अधिकारों का उपयोग करके अध्यादेश जारी करने की जरूरत महसूस होती। इस मामले में इसका विरोध करता हूँ।

दो साल पहले जो आपको समय दिया गया था उसमें यह काम क्यों नहीं हुआ, इस अवधि को बढ़ाने के बाद भी क्यों नहीं हुआ? अब इसका जो विवरण आपको रखना चाहिये था वह आपने नहीं रखा लोक सभा के पटल पर। जो कुछ आपने कहा है वह यही है:

Statement explaining the circumstances which necessitated promulgation of the North-Eastern Areas (Reorganisation) Amendment Ordinance.

एक साल में ऐसी कौनसी कठिनाइयाँ आई हैं, जिनके कारण जो कल्पना की हुई थी, वह पूरी नहीं हो पाई है। जो विवरण दिया गया है उसमें इसका कारण नहीं बताया गया है। उसका अर्थ यह निकलता है कि अध्यादेश जारी करने का अधिकार अपने हाथ में ही है तो चिन्ता क्यों करें। कार्य काल की अवधि 21 जनवरी को समाप्त होती है, यह देखकर इनकी नींद एक दम खुल गई, 2, 3 दिन पहले क्यों नहीं किया? 21 जनवरी को एक साल की अवधि समाप्त होती है तो 20 जनवरी को राष्ट्रपति महोदय ने अध्यादेश निकाला। आखिर जब यह अवधि पूरी होने वाली थी। तो क्या सरकार 2, 4 5 या 10 दिन पहले भी इस बारे में कल्पना नहीं कर सकती थी? मन्त्री महोदय अपने भाषण में जरा इस पर रोज़नी डालें कि इसके पुनर्गठन की प्रक्रिया को पूरा करने में कहा कहां कठिनाइयाँ आई? अब बैंगलूर हाउसिंग कारपोरेशन की सारी प्रक्रिया पूरी हो गई थी तो स्टेट इलेक्ट्रीसिटी बोर्ड के बारे में सारी प्रक्रिया पूरी क्यों नहीं हुई?

बाम्बे में इसका दायरा तो इतना ही है। इसके आगे उसका दायरा नहीं है। बाम्बे में इस सारे क्षेत्र का जो पुनर्गठन किया गया है वह इसी आधार पर किया गया है कि आगे चल कर इस क्षेत्र का पूरा विकास हो और इस क्षेत्र के निसर्गदत्त साधन, प्राकृतिक सम्पदा का पूरा उपयोग हो। मैं बिदेसी शासन से तो यह अपेक्षा नहीं करता था किन्तु आजादी के उपरान्त 27, 28 साल होने के बाद भी जिस ध्यान से इस क्षेत्र का पुनर्गठन करने की कोशिश की गई है उसी ध्यान से इस क्षेत्र का विकास और उसकी साधन-सम्पदा का उपयोग करने की कोशिश नहीं की गई।

मैं एक सामान्य बात पूछना चाहता हूँ कि इतने सालों के बाद भी नागालैंड और मिज़ोरम अदि में सत्तारूढ़ कांग्रेस दल का अस्तित्व तक क्यों नहीं है? क्या बात है? इस क्षेत्र की बिल्कुल उपेक्षा की गई है। मेन्सालय में इनके कुछ इन्-गिने लोग हैं परन्तु उनसे नहीं है कि वे सत्तारूढ़ हो सके। यह बात मैंने इसलिये बताई कि सरकार को पूर्वी क्षेत्र के बारे में अपना दृष्टिकोण बदलना चाहिये। प्राकृतिक सम्पदा से भरा यह क्षेत्र विकास की दृष्टि से आज भी उपेक्षित है। यातायात के साधन इनके कम हैं कि वर्षा के दिनों में तो यातायात बिल्कुल टपक जाता है। ऐसी स्थिति में लोग को यह लगने लगा कि जैसे हम बिल्कुल दूर और उपेक्षित हैं और हमारी ओर ध्यान देने वाला कोई नहीं है। मैं समझता हूँ कि हमारे नये गृह-मंत्री उस क्षेत्र में गये होंगे। वहाँ स्थिति ऐसी है जिसको डिस्टर्ब किया जाता है। मैं चाहता हूँ कि गृह-मन्त्रालय में कोई मंत्री इस क्षेत्र की जिम्मेदारी ले और वहाँ की स्थिति का अध्ययन करे। बारम्बार यह कहने का कोई अर्थ नहीं है कि वे लोग राष्ट्रीय प्रवाह के अन्तर्गत सम्मिलित नहीं हुए हैं। इस दिशा में ठोस कदम उठाने जरूरी है।

MR. DEPUTY-SPEAKER. That is much beyond the scope of this Bill.

SHRI JAGANNATHRAO JOSHI: Why has this area been neglected even after so many years...

MR. DEPUTY-SPEAKER: There should be a different discussion on that. Here they want only two months, and those two months are nearly over now.

श्री जगन्नाथ राव जोशी : वहाँ केवल दोघरूप कर के, केवल अपने विचारों वाले लोगों को बिठाने से काम नहीं चलेगा। एक व्यक्ति के बलबूते पर कुछ नहीं होगा।

जैसे काश्मीर में शेख साहब हों या कोई भी हो, एक व्यक्ति के बलबूते पर समग्र क्षेत्र का विकास नहीं होता है और विकास का फल दूर तक नहीं पहुँचना है।

इसलिये सरकार को हम प्रवृत्ति को छोड़कर, वास्तव में उस क्षेत्र के विकास और प्राकृतिक सम्पदा का उपयोग करने की ओर ध्यान देना चाहिये। मंत्री महोदय इस बात पर रोजगारी डालें कि अध्यादेश जारी करने के कारण क्या थे ?

इन शब्दों के साथ मैं इनका बराबर करता हूँ।

MR. DEPUTY-SPEAKER: Resolution moved

"This House disapproves of the North-Eastern Areas (Reorganisation) Amendment Ordinance, 1975 (Ordinance No. 2 of 1975) promulgated by the President on the 20th January, 1975."

The Deputy Minister in the Ministry of Home Affairs (Shri F. H. Mohsin)—rose

MR. DEPUTY-SPEAKER: I do not want to obstruct this debate. But will the Deputy Minister kindly explain how came it that he is substituting for Mr. Brahmananda Reddy?

SHRI F. H. MOHSIN. He has given me authority.

MR. DEPUTY-SPEAKER I have nothing before me.

SHRI F. H. MOHSIN: I have received a copy of it.

MR. DEPUTY-SPEAKER But that should be before me and not before you.

SHRI F. H. MOHSIN. I am sorry if it has not reached you. Sir, I beg to move:

"That the Bill further to amend the North-Eastern Areas (Reorganisation) Act, 1971, as passed by Rajya Sabha, be taken into consideration."

The Bill seeks to replace the North-Eastern Areas (Reorganisation) Amendment Ordinance, 1975, which was promulgated by the President under article 240 of the Constitution on the 20th January, 1975, to meet a minor administrative difficulty which had arisen partly due to the time taken in reaching an agreement between the Governments of Assam and Meghalaya in regard to the future functioning of the Assam State Electricity Board. As a result of reorganisation of the composite State of Assam under the principal Act of 1971, as from the 21st January 1972, the Assam State Electricity Board was one of the bodies corporate which became inter-State bodies under section 53 of the Act. In accordance with the provision in sub-section (3) of the same section, as amended by the North-Eastern Areas (Reorganisation) Amendment Act, 1974, the Assam State Electricity Board was to cease to function and stand dissolved on the expiry of the period of three years from the date of reorganisation, i.e. on the 20th January, 1975.

As already indicated, there were prolonged discussions between the representatives of the Governments of Assam and Meghalaya with a view to evolving mutually acceptable arrangements for the future functioning of the Electricity Board. It was only on the 19th January 1975 that the Minister of Energy was successful in persuading the representatives of the two States to reach an agreement. Since, however, all the details necessary for incorporation in the statutory order to be issued by the Central Government for the taking over of the undertakings, assets, rights and liabilities of the inter-State Electricity

Board by the new inter-State Electricity Boards set up by the two Governments for their respective States, were not immediately available and the Union Territory of Mizoram, which was a necessary party, was also to be consulted, it was found necessary to extend the life of the inter-State Electricity Board by a brief period of two months beyond the 20th January 1975, on which date it was otherwise due to stand dissolved. To achieve this object, and since the Parliament was not in session, the President was pleased to promulgate the North-Eastern Areas (Reorganisation) Amendment Ordinance, 1975, substituting the words "three years" occurring in sub-section (3) of Section 53 of the Act, by the words "thirty-eight months." The present Bill is intended to replace the Ordinance.

I now refer to the individual clauses of the Bill.

Clause 1 relates to short title and commencement.

Clause 2 seeks to make the substantive amendment by substituting the words "three years", occurring in sub-section (3) of section 53 of the principal Act, as amended by the Amendment Act of 1974, by the words "thirty-eight months".

Clause 3 relates to repeal and saving.

Sir, my hon friend Shri Jagannathrao Joshi has stated that there are no reasons mentioned for this extension of time. Sir, even in the Statement that was placed before the House, this fact was mentioned. I quote, Sir. This fact is mentioned in the statement itself.

"Necessary order of the Central Government to enable the taking over of the functions of the inter-State Assam State Warehousing Corporation by the inter-State warehousing corporation set up by the two States were issued under clause (a) of sub-section (4) of section 55 by the Ministry of Agriculture and

Irrigation (Department of Food) on the 20th day of January 1975; and another Order dissolving the inter-State body corporate as from the 21st day of January 1975, has also issued thereafter."

With the order of the 20th of January 1975 the warehousing Corporation stands dissolved. But the talks regarding the Electricity Board and the Agreement between the states took place on 18th of January 1975 and the details had to be worked out; and Mizoram had also to be consulted. Hence, within one day everything could not be finished. So, what we seek by this amendment is only an extension of 2 months, not much period; and that is also going to expire tomorrow.

SHRI JAGANNATHRAO JOSHI (Shajapur): What did you do in the whole year?

SHRI F. H. MOHSIN: It has been already extended by one year by the amendment and this Bill only seeks to extend the time by two months which is going to expire tomorrow. This is a very simple Bill. I do not think there can be any objection to this Bill.

My friend has made some points regarding the development of this area. We have done much for the economic development and to remove the backwardness of this region.

SHRI JAGANNATHRAO JOSHI: Question mark.

SHRI F. H. MOHSIN: I can also give you the figures of the amount that we have spent...

SHRI DINESH CHANDRA GOSWAMI (Gaubati): Mohsin Sahab, Don't provoke us into a controversy.

SHRI F. H. MOHSIN: It may be that, according to you, whatever we have spent is not sufficient. But you

cannot deny and say that we have not spent anything. (Interruptions). When my friends have raised some points, I have to reply to that.

The amount in terms of money is:

First Five Year Plan Rs. 33.01 crores
 Second Five Year Plan Rs. 82.52 crores
 Third Five Year Plan Rs. 178.68 crores

SHRI JAGANNATHRAO JOSHI: Can you give us the break-up for the different States like Meghalaya, Nagaland, Arunachal Pradesh, etc? So that we can understand how meagre it is.

PROF. NARAIN CHAND PARASHAR (Hamirpur): He is not a law-breaker.

SHRI F. H. MOHSIN: That also I can give, but it will take some time.

Fourth Five Year Plan Rs. 384.65 crores
 Fifth Five Year Plan Rs. 899.54 crores
 (Tentative)

So, all this will go to show how more and more we are spending in that region.

SHRI NOORUL HUDA (Cachar): What about the price-rise?

SHRI F. H. MOHSIN: That is quite different. I am challenging the statement that we have not spent anything.

I will also give the figures with regard to certain vital spheres of growth in that region. In regard to roads, the mileage in 1960-61 was 7763 km. In 1971-72 it went up to 55,181 km. In the sphere of education, in 1962-63 there were only 43 Arts and Science colleges in the region. In 1972-73 there were 125 colleges. In high schools also there is an increase. Even the per capita outlay in this region also compares

[Shri F H Mohsin]

very much favourably with the other areas of the country.

In this way we have made satisfactory progress in removing the backwardness of the region. Of course, I would not say that the area has become very advanced. Still backwardness is there, but, within the resources that we have made sufficient efforts and we continue to do that.

Mr Joshi also said

SHRI JAGNNATHRAO JOSHI
The area is not backward. It is only undeveloped.

SHRI F. H. MOHSIN: All right. You can say 'undeveloped'. I have no quarrel. That way, the whole country is backward. I do not say that we are an advanced country. (Interruptions)

This is not the time to discuss all these things. When the Demands for Grants are discussed, we can discuss it in detail. If my friends want more information, I can give. He says that we have not even established our Party in Nagaland...

MR. DEPUTY-SPEAKER: Why go into all that?

SHRI F H MOHSIN: This point coming from the Jana Sangh which has no base there at all! At least we have got some workers there, but you have no base at all.

SHRI NURUL HUDA: He does not require a base.

MR. DEPUTY-SPEAKER: This is a very simple Bill. If you want to go into a controversy, it is very easy. What does this Bill want? It wants an extension by two months effective from 20th January. That two months will be over by to-day or tomorrow. What is all this?

SHRI F. H. MOHSIN: I am sorry for digression. My friends had raised some points and I thought.....

MR. DEPUTY-SPEAKER: They like to pull your legs but ministerial legs should not allow themselves to be pulled.

SHRI F H MOHSIN: I have said about the statement of objects and reasons of this Bill.

I move the Bill

SHRI S M BANERJEE: On a point of order, Sir. An alarming news has come on the teleprinter.

MR. DEPUTY-SPEAKER: Point of order even on this! Mr Banerjee, please sit down. I am already aware of it. Many Members have given me some slips and I told them not to raise it now. Let this item go. Let us dispose it of.

You are a senior Member and you want that the Chair should violate the rules! And when the Chair commits some mistakes, you say, why are you doing this or why are you doing that? What is all this?

(Interruptions)

Not now. I may be aware of what it is. Let us dispose it of. I had already conveyed to some Members that after this item is disposed of I will go out of the way and listen to them. But on top of it you want to violate all the rules! What is the use of my sitting here?

(Interruptions)

Not now, please

This will not go on record. Motion moved:

"That the Bill further to amend the North Eastern Areas (Reorganisation) Act, 1971, as passed by Rajya Sabha, be taken into consideration."

Now the resolution and the Bill are both before the House.

*SHRI BIREN DUTTA (Tripura West). Mr. Deputy Speaker, while speaking on the North Eastern Areas (Re-Organisation) Amendment Bill, 1975, I would like to lay stress on a few points. Just now the hon. Minister said that a lot of development has been effected in the North-Eastern region. I contest this statement. In Tripura we used to get some electricity from Assam but for some time now the supply of electricity has been stopped. Tripura does not have many industries but whatever little is there has come to stand still because of the suspension of electricity. The lot of the tribal people in the whole of the North Eastern region is very pitiable. Not only their legitimate demands are not met but they are being tortured and killed. Recently Shri Dhananjay Deb Barman was killed as he had been spearheading a demand for the formation of Four, Point Autonomous District Council in the Reserve areas. This is just one example. There are innumerable other cases of torture which is being inflicted upon the tribal people who raise their voice for the betterment of their lot.

14 hrs.

Tripura has much petroleum resources and petroleum gas already been found there. The ONGC has opined that if the gas is developed for commercial use, the money earned therefrom would be sufficient to finance exploration work in the area. But nothing is being done there. Necessary equipments are not being sent to Tripura because of communication difficulties. With our good relations with Bangladesh we could construct a small rail strip through Bangladesh to connect Tripura with the rest of the country on which really depends the development of Tripura.

MR. DEPUTY SPEAKER: Have you read the Bill.

SHRI BIREN DUTTA: Yes Sir.

MR. DEPUTY SPEAKER. Then how does Tripura arise out of the Bill. It seeks extension for 2 months only.

SHRI BIREN DUTTA: You are right, Sir. It deals with the question of supply of electricity in this area. But we do not get adequate opportunity to raise the problems of these areas. I was only suggesting, Sir, that not much has been done by the Central Government for the development of this area, as claimed by the hon. Minister. I demand that much more has to be done for the development of this area.

SHRI DINESH CHANDRA GO-SWAMI (Gauhati): The Bill has a limited purpose. Nobody need object to this Bill. But the subject matter relating to the Bill is of vital importance. The subject matter is electricity. The agreement has already been concluded between the State of Assam and Meghalaya in consultation with the State of Mizoram. The salient features of the agreement should have been placed in the House. I do not have any firsthand knowledge of the agreement. But newspapers have come out with certain news and if the newspaper reports are correct, this gives serious reading. Some of the newspapers have said that Meghalaya from which you, Mr. Deputy Speaker, come, and which is fortunate to have electrical plants, will supply electricity to Assam upto 1981 after fulfilling their own requirements. After 1981 what will happen? Obviously Assam will have power-famine. And even upto 1981 we are not sure whether we will have any electricity.

MR. DEPUTY-SPEAKER: We will always have enough, you can take it.

SHRI DINESH CHANDRA GO-SWAMI: The second aspect is this. The Government of Assam has spent

*The original speech was delivered in Bengali.

[Shri Dinesh Chandra Goswami] large amounts of money on various projects, for example, the Kirdemula project. Assam spent Rs. 2 crores during the last year. I do not know what the Centre has done regarding this.

MR. DEPUTY-SPEAKER: How do you expect Home Minister to reply? It is for the Energy Minister.

SHRI DINESH CHANDRA GO-SWAMI: I will not enter into any controversy. And even if Meghalaya has gained, I will hardly make it a point at issue. I have one grievance against the Central Government and in this regard. I want to give some figures so that the country may know what is happening in that region. Regarding Government's own statistics of rural electrification, the total number of villages electrified in the country is 1,22,094 number of villages in Assam is 670 and in the North-Eastern region, 1090. Mind you, this is for the entire North-Eastern Region. Compare it with the other States. The number of villages electrified in Andhra Pradesh is 9252. Here, 6 States combined, the figure is 1090; Andhra Pradesh alone, 9252. I am not complaining against Andhra Pradesh. But just look at the regional disparity.

Bihar 8,313, Haryana 6,091, not to speak of Maharashtra 13,661 and U.P. 23,755. Let us take another case. For agricultural development, what is essential is that there should be energised pumpsets. Let me look to certain statistics of the entire country upto 1972. The number of pump sets energised is more than 19 lakhs and, in Assam, out of 19 lakhs, it is 105.

MR. DEPUTY-SPEAKER: Mr. Goswami, why do you go into details? How do you expect him to reply to all these things?

SHRI DINESH CHANDRA GO-SWAMI: Because he is responsible for the North-eastern Council which comes under the Home Ministry.

MR. DEPUTY-SPEAKER: I know that. But these details of energy and units supplied and all that are the functions of the Minister of Energy.

SHRI DINESH CHANDRA GO-SWAMI: But, it comes under the Home Ministry. As I said, out of more than 19 lakhs, the number of pumpsets given to Assam is 105. But for the entire eastern region, it is 131. Compare it to Andhra. It is only .0007 per cent. Still you say that enough has been done for the upliftment of the backward region of North-eastern region. You will have to bring down this regional imbalance. You compare this regional disparity with other regions. In Andhra, it is 2,22,467. In Maharashtra, it is 2,39,865.

MR. DEPUTY-SPEAKER: There should be another occasion for this about the regional imbalance.

SHRI DINESH CHANDRA GOSWAMI: But, the North-Eastern Council is under the Home Ministry.

MR. DEPUTY-SPEAKER: Let me tell you that his Ministry is not under discussion. The regional imbalance of North-Eastern region is not under discussion. What is under discussion? That is extension of time by two months to both these States and to work out certain arrangements with regard to Electricity Boards. These two months are, I think, over by today or tomorrow. What else?

SHRI DINESH CHANDRA GOSWAMI: He said that enough has been done.

MR. DEPUTY-SPEAKER: If the Minister goes out of the scope, it does not mean that you should also go out of the scope.

SHRI DINESH CHANDRA GOSWAMI: I have a right to make a statement.

MR. DEPUTY-SPEAKER: I have a right to bring the Member within the scope of the Bill.

SHRI DINESH CHANDRA GOSWAMI: It is within the scope of the Bill.

MR. DEPUTY-SPEAKER: All right, you satisfy me that this is within the scope of this Bill.

If you satisfy me, I am going to allow you. Please satisfy me that all that you say is within the scope of this Bill.

SHRI DINESH CHANDRA GOSWAMI: The Bill wants extension by two months in order to bifurcate the State Electricity Boards of Assam and Meghalaya.

MR. DEPUTY-SPEAKER: And to work out details.

SHRI DINESH CHANDRA GOSWAMI: Details have been worked out.

MR. DEPUTY-SPEAKER: Mr. Goswami, why are you so much talkative? Kindly sit down. It is to work out the details of how this Electricity Board should be bifurcated. That is what you say. Why do you bring in the comparison of the North-Eastern region with other States? How does that come within the scope of the Bill? You please satisfy me on this. Because you want to come in, that is why it comes in?

SHRI DINESH CHANDRA GOSWAMI: You may expunge it.

MR. DEPUTY-SPEAKER: I am not expunging it. I am pointing out to the irrelevancy.

SHRI DINESH CHANDRA GOSWAMI: Relevancy is one thing that is not followed here. Therefore, I am

submitting, for the purpose of record, to the Home Minister who is in charge of the North-Eastern Council, I do not have any other scope to refer to the North-Eastern Council in this debate.

MR. DEPUTY-SPEAKER: His own Ministry will be coming in shortly.

SHRI DINESH CHANDRA GOSWAMI: Compare this to other States. Take Tamil Nadu. The figure is 5,94,612. These disparities have increased over the years in the entire North-Eastern Region. Now a statement has been given to us also showing details of hydro and thermal project likely to be commissioned....

MR. DEPUTY-SPEAKER: Mr. Goswami, kindly cooperate.

SHRI DINESH CHANDRA GOSWAMI: I am finishing within two minutes. Please permit me.

MR. DEPUTY-SPEAKER: Within these two minutes you can be relevant.

SHRI DINESH CHANDRA GOSWAMI: Even if you hold it irrelevant, you may permit me....

MR. DEPUTY-SPEAKER: I have not expunged what you said. Your irrelevancy will go on record.

SHRI DINESH CHANDRA GOSWAMI: As I said, the hydro and thermal projects are likely to be commissioned from 1974-1977. The total megawatts likely to be commissioned for the whole country comes to 7838 M.W. What is Assam's share to it? A meagre 60 M.W. and in the entire north-east region it is only 70 M.W. Compare it to Gujarat. It is 905 M.W., for Maharashtra it is 465 M.W. and for Bihar, it is 353 M.W. I am only placing the facts before you, Mr. Mohsin. We are shouting at the top of our voice about this. Your Ministry is in charge of this North-Eastern Region.

[Shri Dunesb Chandra Goswami]

It has decided that it is very important. But, you look to the economic development of this region. You said that you will be paying more attention to the development of North-Eastern region. But if this is the way in which these things are going on it will not be too long before you will find Mr. Joshi in that region. Therefore, in order to see that these rightists and extreme leftists may not play a detrimental role in this sensitive region, do not be complacent about the economic development of this region.

Lastly, before I conclude Mr. Qureshi has said that because of financial stringency certain projects have not been taken up but here I am told it is not because of financial stringency but it is because of lack of initiative. On the one hand in some cases you say there is financial stringency and on the other in some cases you say there is lack of initiative. This is creating a situation of intolerance. Sir, although I have been irrelevant yet I thought it my duty to put the facts on record so that the people of this country may know how things are developing in this region.

श्री सरजू पांडे (गाजीपुर) उपाध्यक्ष ज, आम तौर से मैं इस बिल का समर्थन करना चाहता हूँ, क्योंकि इस बिल में कोई ऐसी बात नहीं है जिस के लिये विरोध किया जाय। लेकिन बहुत सारे सदस्यों ने जैसा कहा है कि सिर्फ दमनात्मक रवैया अपनाने से समस्या हल नहीं होगी, हम इलाके में मैंने खुद देखा है—यह इलाका देश का बहुत ही पिछड़ा हुआ हिस्सा है, बहुत सी जगहों पर जनता को यह भी मान्य नहीं है कि हिन्दुस्तान आजाद है या नहीं। देश के बहुत सारे कार्य-कर्मियों की उन को जानकारी नहीं है और न वे इस देश के बारे में जानते हैं। आम तौर से शिक्षा के बारे में मैंने देखा है

MR. DEPUTY-SPEAKER: This is an over-statement. I come from that area and I know that India is now independent.

श्री सरजू पांडे : इस लिये जैसा कि मेम्बरों ने कहा है कि दमनात्मक रवैया अपनाने से समस्या का हल नहीं होगा, इस इलाके में डेवलपमेंट करना जरूरी है। देश के बहुत सारे हिस्सों में यह समस्या खड़ी हो गई है। अभी माननीय मंत्री जी ने कुछ मिसालें दी हैं—डेवलपमेंट के लिये कुछ काम बहा किये गये हैं। यह ठीक है कि सारा देश पिछड़ा हुआ है, लेकिन जो हिस्सा ज्यादा पिछड़ा है उस पर ज्यादा ध्यान देना चाहिये। आप के पास दो आदमी आते हैं—एक 6 दिन का भूखा है और दूसरा 3 दिन का भूखा है जाहिर है कि जो 6 दिन का भूखा है उसको सबसे पहले खाना देना जरूरी है। अभी जहाँ विकास की प्रक्रिया चल रही है या जो इल के डेवलप हैं, अगर उन को ही लेते हैं तो बाकी जगहों पर वह समस्या खड़ी रहेगी, वहाँ ला-एण्ड० ड्राइंग की आवश्यकता पैदा हो जायगी। इसलिये मैं चाहता हूँ कि आप कोई कम्प्रीहेन्सिव बिल लायें। यह ठीक है कि यह एक्सटेन्शन आप को मिल जायगा, हाउम इस का विरोध नहीं करेगा लेकिन जहाँ विकास पर ज्यादा जोर देना जरूरी है, पहले उन की तरफ ध्यान दिया जाय ताकि वहाँ के जनमानस को जीता जा सके।

SHRI BISWANARAYAN SHASTRI (Lakhimpur): Mr. Deputy-Speaker, Sir, while I would like to support the Bill I would like to offer certain comments in this regard. The Bill seeks to extend the term. There is no objection to that from any quarter and there should not be any objection. Regarding the creation of electricity, Mr. Goswami has given certain figures. I do not want to repeat the same. But I would like to say that in the Fifth Five Year Plan what is the electrical capacity in the whole of the country. It is near about 2,000 m.w. whereas for the total Eastern region it is contemplated as 70 m.w. only. This itself shows how the Eastern region is neglected and badly treated.

So far as the creation of two electricity boards—one for Assam and the other for Meghalaya—and the arrangement which has been made regarding assets and liabilities something has appeared in the Press which is very disappointing. I am not sure whether the Minister will be able to reply to those points. Therefore, I am not mentioning them. Sir, I would like to impress upon the hon. Minister, since he is in charge of the North Eastern Regional Council as well as the union territories, that he has also a responsibility in this regard. Sir, it has been pointed out that after 1981, there will be no electric supply from Meghalaya where these hydel projects are there. But, we have not seen so far any hydel project being taken up in the State of Assam. The existing thermal project caters to only one tenth of the population in the State of Assam. I would like to impress upon the hon. Minister that if this state of affairs continues, no industry will come up in this area.

Secondly, Sir, since this relates to the North Eastern Regional Council. I would like to state that there are other aspects like establishment of industries, development of roads and railways etc. which should also be taken into consideration from the point of view of development of this region. I would request the hon. Minister that these matters should be brought to the notice of the respective Ministries so that effective steps can be taken for development of this North Eastern Region. Sir, it is an irony of fate and it is unfortunate, as one of the great civilians has written, that whenever there is a foreign aggression, only then some improvement takes place in the North Eastern Region. I would like to appeal to the hon. Minister to see that such an impression is not created.

*SHRI J. MATHA GOWDER (Nilgiris): Mr. Deputy Speaker, Sir, I

am thankful to you for giving me an opportunity to say a few words on the North Eastern Areas (Reorganisation) Amendment Bill.

As you are very well aware, Sir, in consequence of the parent Act passed in December, 1971, in January, 1972 three States—Assam, Meghalaya, Union Territory of Mizoram—were created in the north-eastern region of our country. The Government of India have taken three years to set up intra-State Warehousing Corporations in these three States. As the Government of India have not been able to constitute intra-State Electricity Boards during these three years, they are seeking through this Bill an extension of two months. I wonder whether they will be able to do the work in two months—this period is also going to expire tomorrow—what they could not do in three years. In his preliminary remarks the hon. Deputy Minister of Home Affairs has not stated whether the objective for which this Bill has been brought forward has been achieved or not. It is regrettable that the parent Act should have been amended three times for this purpose. This only shows the callous attitude of the Central Government towards the economic development of the entire north-eastern region.

The hon. Deputy Minister mentioned, while introducing the Bill, that so many crores of rupees have been spent for the economic upliftment of the north-eastern region. I would like to refer here what he has stated in his speech in the Rajya Sabha. He has mentioned in unequivocal terms that there is not even a single warehousing centre in Mizoram. Sir, you can very well imagine how the basic minimum needs of the people of Mizoram can be met in any exigency if there is no warehousing centre to store foodgrains. Assam is a surplus state in the matter of rice production.

[Shri J. Matha Gowder]

If there is a warehousing centre in Mizoram, rice can be rushed to Mizoram in times of emergency. Is this not a clear admission of the fact of negligence on the part of the Central Government in the matter of meeting the basic minimum needs of the people living in hilly areas?

I need not stress the point that the entire north-eastern region is a sensitive strategic area. If the nation's security is to be safeguarded, the people inhabiting these areas should be contented and happy. The hon. Members belonging to the ruling party who spoke before me pointed out with facts and figures the economic backwardness of the entire north-eastern region. Their speeches proved beyond doubt that all the plans and programmes to which the hon. Deputy Minister made a reference are only on paper and nothing constructive has so far been done by the Central Government for the economic upliftment of this vital region. I come from a hill area and I am aware personally that the people belonging to the hill tribes are honest and highly emotional. When they find that their manifold miseries have gone beyond their endurance, they naturally rise in revolt against the establishment which has not cared for them. If the three high Police Officers had been shot dead in Mizoram, it was only a violent expression of their discontent with the state of affairs. If the law and order situation in Mizoram is deteriorating day by day, it is only because the basic minimum needs of the people here have not been met by the authorities. The discontent among the people here cannot be met with the help of bayonets. The discontent of the people has to be rooted out by making available to them their daily necessities of life. By spending Rs. 50 lakhs or so on the Presiding Officers' Conference held last year in Meghalaya, the economic ills have not been removed in Meghalaya.

MR. DEPUTY-SPEAKER: This is a very thorny issue. Better keep out

of it.

SHRI J. MATHA GOWDER: I mention this because with this money the much-needed warehousing centres could have been established in Meghalaya and also in Mizoram. I would also quote another example. Sir, Kashmir is a border State. Realising the importance of this strategic State, the Government of India are giving wheat to the people of Kashmir at subsidised rate. Why should not rice be given to the people of Mizoram at subsidised rate?

MR. DEPUTY SPEAKER: That is a broader question.

SHRI J. MATHA GOWDER: I say this just to stress the point that, as Kashmir is an important strategic area, the States like Mizoram, Meghalaya in the north-eastern region are also sensitive border areas and it is imperative that, unless the people living in these States are supplied with their basic minimum daily necessities of life, the Central Government will not be able to maintain law and order in these States. It is not enough for the Central Government to pass laws sitting here in Delhi. Not only the laws must be translated in action, but energetic and effective steps must be initiated in these border States in the north-eastern region, with a view to mitigating the manifold miseries of the millions of people inhabiting these areas.

MR. DEPUTY-SPEAKER: Mr. Mahajan.

SHRI R. S. PANDEY (Ranjanagaon): A man ..

MR. DEPUTY-SPEAKER: Order, order. This is not the way how things should be done. I have already taken Mr. Banerjee to task; whenever he comes from outside, without knowing what is going on, he gets up and says 'I would say something. Kindly keep quiet.

Mr. Mahajan.

SHRI R. S. PANDEY:**

MR. DEPUTY-SPEAKER: That will not go on record.

SHRI Y. S. MAHAJAN (Buldana): I support the Bill which is simple in character and of a technical nature. The Bill had to be brought forward because the different States could not co-ordinate their plans in time and therefore, the time limits for statewide reorganisation of the Electricity Corporation which expires tomorrow had to be extended by two months.

In this connection, I would say that the delay has taken place probably because the North-Eastern Council is not functioning effectively. We brought it into existence with a view to co-ordinating the work of the four States and two Union Territories to secure integrated development of that area. But we find that the Council is purely recommendatory in character. It has no statutory powers. Therefore, to avoid such a situation, I suggest that the Council be endowed with some statutory powers.

There is a question relating to bifurcation of the Electricity Corporation. In this connection, there is no doubt, as some hon. members have pointed out, that that area lacks in electricity supply. The electricity consumed per head is very small as compared to that consumed in some other parts of the country. Therefore, I would suggest that steps be taken to expedite the Kopili Hydel Project, the Kamong Project and the Garo Hills Thermal project. If these are developed, it will be possible to increase the supply of electricity in that area.

I may mention in this connection that this reorganisation has not satisfied us, has really disappointed us completely. We had expected that that area would move together and would be able to register a higher rate

of progress than it has actually done. I therefore suggest that this area being predominantly agricultural in character, the Central Government should see that one very destructive and harmful system of agriculture in vogue there, namely, slash and burn or jhoom cultivation, is stopped and terracing is provided for cultivation. Then only will this area prosper.

SHRI F. H. MOHSIN: I am thankful to the Members for making suggestions, though they were not very much relevant to the Bill before the House. In particular Mr. Goswami was very vehement. I can understand his feelings because he belongs to that area and some difficulties about electricity were there. The Home Ministry is not concerned with the generation of electricity and when the agreements were entered into between two States, the Ministry of Energy was there for negotiations. So, we in the Home Ministry are unable to give how much electricity is produced, etc.

Shri Jagannatha Rao Joshi says that nothing had been done to develop those area. I have given some figures. I do not mean to say that that was given was enough or that the area had developed very well. Much needs to be done. Within our limited resources we have provided some funds and even besides funds provided for in the Plan, we have given funds to the Northeastern Council for regional development schemes and projects. The Northeastern Council came into being during the last phase of the Fourth Plan and Rs. 50 crores were made available to this Council for regional development projects. Similarly Rs. 100 crores were made available for the Fifth Plan period, from 1974 to 1979. So far, for the Council's projects Rs. 33.10 lakhs had been sanctioned for 1973-74 and Rs. 646 lakhs for 1974-75. The annual allotment for 1975-76 is Rs. 10 crores and

[Shri F. H. Mohsin]

other schemes are being cleared. I say this to show that some amounts had been provided. We are quite aware of the problems of the North-eastern Region and every effort is being made to see that they are economically developed. I should say that the whole country is backward and the whole country has limited resources. Rapid progress had been made in some fields while in other fields development has yet to take place. (Interruptions) I am saying that our country is backward compared to some developed countries, I am saying so in comparison.

Anyway various suggestions have been made by Members and they will be kept in mind and every effort will be made to see that this area comes at par with the other parts of the country.

श्री जगन्नाथ राव खोशी . उपाध्यक्ष
महोदय, मैं ने जिन दो बातों को ले कर विरोध किया था उस का कोई समाधान नहीं मिला । दो महीना भ्रष्टि बढ़ाने का विरोध नहीं था बल्कि पहले ही इस की एक साल भ्रष्टि बढ़ाने के बाद उस भ्रष्टि के अनन्तर्गत कार्य-कलाप क्यों नहीं हुआ, यह मेरा विरोध था । और दूसरा मेरा विरोध था व र-वार अध्यादेश जाग करके काराबार चलाने की जो प्रक्रिया है उस के बारे में इन दो बातों का समाधान नहीं हुआ इसलिये मैं विरोध कर रहा हूँ । मैं केवल भ्रष्टि बढ़ाने का विरोध नहीं करता, बल्कि जिस ढंग से यह किया जा रहा है उस का विरोध करता हूँ ।

MR. DEPUTY-SPEAKER: The question is:

"This House disapproves of the North-Eastern Areas (Reorganisation) Amendment Ordinance, 1975 (Ordinance No 2 of 1975) promulgated by the President on the 20th January, 1975."

The motion was negatived.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill further to amend the North-Eastern Areas (Reorganisation) Act, 1971, as passed by Rajya Sabha, be taken into consideration"

The motion was adopted

MR. DEPUTY-SPEAKER The question is:

"That clauses 2, 3 and 1, Enacting Formula and the Title stand part of the Bill"

The motion was adopted.

Clauses 2, 3 and 1, the Enacting Formula and the Title were added to the Bill.

SHRI F. H. MOHSIN I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

14.30 hrs

RE. REPORTED ATTEMPT TO CARRY ARMS INTO ALLAHABAD HIGH COURT WHERE THE PRIME MINISTER HAD TO GIVE EVIDENCE

MR. DEPUTY-SPEAKER: Before we take up the next item, I would like to say that I got a number of requests from Members in which they want to raise a question relating to an alleged incident that happened in Allahabad.

AN HON. MEMBER: High Court.

MR. DEPUTY-SPEAKER: I do not know.

It poses a certain risk to the security of the Prime Minister where she has to tender her evidence in connection with an election case. The Prime Minister, by virtue of her office, occupies a special place in the country and also in this House. Her security is, therefore, very much our concern and, therefore, I think it is a matter that is serious enough that I should depart from the normal course and, in the exercise of the residuary powers of the Chair, I would allow the Members to raise this point.

The only thing that I would like to say at this stage is that this is a matter which concerns all of us.

SHRI DINEN BHATTACHARYYA (Serampore): As Deputy-Speaker, you should raise it.

MR. DEPUTY-SPEAKER: I have already mentioned.

I am not going to shut out anybody, I will allow all of you. If this really has happened in the wake of what happened in Bihar, then I think there is something that we should seriously take note of in this country, but at a time like this I think it is better that people talk with a certain responsibility and circumspection instead of losing their heads. And at this stage I will allow these Members who have

given their names to make their submissions, but let us not raise unnecessary controversy at this stage. At an appropriate time facts will be known, and then we shall consider what happened.

I got the first letter from Shri Narsingh Narain Pandey. He may make his submission.

PROF. MADHU DANDAVATE (Rajapur): The best thing is that you should express the sentiment of the House.

MR. DEPUTY-SPEAKER: I have already done. Whatever I have said has gone on record. I have already mentioned the subject. Beyond that I will allow Members to raise the question.

SHRI K. G. DESHMUKH (Amravati): Why not the Minister make a statement?

MR. DEPUTY-SPEAKER: I do not know about that, but let the Members first make their observations.

SHRI K. G. DESHMUKH: Members do not know the facts.

MR. DEPUTY-SPEAKER: Let them make their submissions (*Interruptions*). I have said just now that this should be a matter of concern to all of us irrespective of parties. Why should we lose our heads over this? Let us hear the Members calmly and quietly.

श्री नरसिंह नारायण पांडे (गोरखपुर) : यह बड़ा ग्रहण मन्ता है। आप देखें कि देश में किस की स्थिति पैदा हो गयी है। आज जब प्रधान मंत्री अपना बयान देने के लिए कोर्ट रूम में दाखिल हुई उसी समय बकील के निवास में एक सज्जन कोर्ट रूम में घुसे और सिक्योरिटी वालों के पास चूक़ि मेटल डिटेक्टर या इस बास्ते उनकी सहायता से उन्होंने जान लिया कि उस आदमी के पास कोई ऐसा औज़ार है और जब तलाशी ली गई तो पिस्टल लिए हुए वह पाया गया। यह बहुत

[श्री नरसिंह नारायण पांडे]

ही गम्भीर बात है। छत्तर डिस्टेक्टर न होता या अगर बिजली फेल हो गई होती और उस समय वकील की पोशाक में धीरे-धीरे वह व्यक्ति कोर्ट में प्रवेश होता और दर्शन होने के बाद वह जिस उद्देश्य को लेकर आया था उसमें सफल हो जाता तो देश में कैसी स्थिति पैदा होती इसका आप अनुमान लगा सकते हैं। यह एक बहुत ही सीरियस मामला है यह ऐसी बात नहीं है जिसको हमी में टाल दिया जाए। कुछ हमारे मेम्बर उभर बैठे हुए हैं हम रहे हैं। उनको इस पर कुछ होना चाहिए और हमें ध्यान चाहिये। इस तरह की स्थिति से पैदा देश में कर रहे हैं। तीन रोज तक प्रधान मंत्री वहाँ पर एक गवाह के रूप में अपनी पिटीशन के सिलसिले में गई है। यह मिस्कोरिटी का मामला है। मैं गृह मंत्री जी से जानना चाहता हूँ कि क्या पूरी मिस्कोरिटी का इन्तजाम कोर्ट रूम में या बाहर प्रधान मंत्री के लिए कर दिया गया है? साथ ही जो मादमी गिरफ्तार हुआ है उसने क्या बयान दिया है? रिवाज लेकर जाने की प्रवृत्ति में जो उसने चेप्टा की ऐसी स्थिति फिर पैदा न हो इसकी रोकथाम के उन्होंने क्या प्रबन्ध उन्होंने किये हैं? गृह मंत्री को जन्दी से जन्दी मदन में को तथा देश को आश्वस्त करना चाहिये इस मामले में। मैं चाहता हूँ कि पार्लिमेन्टरी एफेयर के मिनिस्टर गृह मंत्री के से इस बारे में एक बकनव्य दिलाए और देश को आश्वस्त करे।

SHRI S. M. BANERJEE (Kanpur): When we went to the library we saw this teleprinter message that a young man wearing a black coat who posed himself to be an editor of a local daily wanted entry. Putting on a black-coat, he wanted to pose himself to be a lawyer and he had a country-made pistol in his hands. Thanks to the security Department who made adequate arrangements and he was immediately caught with the help of a metal detector. The details are still

awaited. We do not know the full details. This is for the first time in the history of our country that the Prime Minister holding the highest office in the country, appeared in the court as a witness to give evidence before the court. She followed Shri Giri, our ex-President who also went himself and gave his evidence in the open court. I really appreciate the courage and conviction of the Prime Minister. I request the hon. Home Minister to kindly make a statement in this House as to the authenticity of the report, correctness of the report and by whom it was prompted ultimately after the investigation was done. I may assure this House that we may be against the Prime Minister politically, we may be against her in many ways, but the fact is that I do think that the Prime Minister of the country should get the security of the country which she deserves and she should survive. Anyhow, I request the Home Minister to make a statement because we are all concerned. We may differ with the Prime Minister but the fact is that we want her to live long.

SHRI VAYALAR RAVI (Chirayinkeel): Mr Deputy Speaker, Sir, I have also seen the reports in the library as Mr Pandey and Mr Banerjee have explained. We do not know what has transpired between the High Court and the Security Department. Though some announcement has been made by the hon. Chief Justice and Justice hearing that case, I do not want to go into details. But I have seen the Press reports that some people belonging to the Socialist Party moved a petition before the Court of Law demanding that all people must be allowed to sit before the Court and see the Prime Minister. I can understand the logic behind it. I do not want to implicate anything as this petition moved by the leaders of the Socialist Party is an incidence. But I must say, to whatever party the Prime Minister belongs, security should be given to the Prime Minister and the people who are holding

the highest office. As Mr. Banerjee and Mr. Pandey have demanded, the Minister should come forward with a statement. He need not disclose what are the security arrangements, but he should give an assurance to the House that the safety of the Prime Minister has been assured. The Home Ministry should be able to impress on the High Court the necessity of providing full security to the Prime Minister, even though the Prime Minister has taken a very liberal view.

PROF. MADHU DANDAVATE: I want to associate myself and my party with what Mr. Pandey has said initially while raising the issue. In a democracy, it is absolutely essential that we must be prepared to fight the policies and not personalities or individuals. I wish to make it clear on behalf of the Socialist party that we are more interested in fighting policies, but at the same time, the sanctity of human life has to be respected, not only of the Prime Minister but of any individual in this country, more so of the Prime Minister. I hope the Minister will make a full statement on the incident. I will conclude by saying, we may completely differ with what you say, but we shall defend to the death your right to say it.

श्री ब्रह्म भूषण (दक्षिण दिल्ली) : अध्यक्ष जी, जो सिक्कोरिटी के प्रबन्धकर्ता वहां थे उनको मैं भी क्षम्यवाद देना चाहता कि उन्होंने बहुत पर एक सामाजिक धपराही को पकड़ लिया। पिछले काफ़ी दिनों से ऐसी दुष्टता इस देश में हो रही है पर उस सम्बन्ध में पूरी जानकारी हम प्राप्त नहीं कर पाये हैं। हम मदन में भी एक व्यक्ति रिवाल्वर लेकर, बम लेकर आया था। इस के पीछे कौन सी ताकतें थीं, किस से बम लाया, किस से रिवाल्वर लाया याचक सिक्कोरिटी के लोग पता नहीं कर सके हैं। श्री एच० एन० मिश्र का केस हमारे सामने है, उस पर भी किसी निर्णय पर भी पहुँचे।

बक़्शान साहब ने भी एक्स्टरनल एक्जस मिनिस्ट्री की कंसल्टेंटिब कमेटी में बताया कि बहुत से हथियार नामालूम और मिजोरम में पड़ोसी देश चीन से बांटे जाते हैं।

यह भी कहा गया है कि एक वैस्ट जर्जन देश में हथियार लेकर आ रहा था और पाकिस्तान बांडर पर पकड़ा गया और कई साधू-सन्तों की मार्गनाइजेसन है जिनके पास रिवाल्वर पकड़े गए हैं। इसी तरह याचक कोर्ट में एक व्यक्ति प्रधान मंत्री के लिये रिवाल्वर लेकर आया, उसी तरह धानन्द-मार्गियों के नेता के खिलाफ़ जब गवाही देने आये तो वहां कुछ लोग रिवाल्वर लेकर आये, बम लेकर आये। लेकिन पुलिस इनको पकड़ने में कामयाबी नहीं हुई। अब के पीछे जो भी ताकतें हैं, देशी या विदेशी उनको पकड़ने में कामयाबी नहीं हुई। मैं चाहता हूँ कि इस घटना पर ये सिफ़ बयान ही न दें कि कलामा धादमी पकड़ा गया, वह इस घबल का था या उसका पास से रिवाल्वर पकड़ा गया बल्कि उनके पीछे जो बड़ा काला हाथ है सरकार को चाहिये कि वह उसका पता लगाये और इस हाउम को उसके बारे में जानकारी दे

प्रधान मंत्री हमारे देश की नेता हैं। अगर उनके प्रति लोग यह रवैया व्यवहार कर सकते हैं तो आम जनता की क्या हालत होगी। इसलिये पुलिस को सतर्क होकर, जितनी घटनाओं का मैंने जिक्र किया है, उनके पीछे जो हाथ है, उसका पता लगाये और जनता को इस बात को बता दे कि जो देश के दुश्मन है, वे इस देश में कामयाब नहीं हो सकते और प्रधान मंत्री जनता की नेता हैं और इस डम से उन पर हथियार उठा कर कोई कामयाबी हासिल नहीं की जा सकता है। मैं प्रधान कलामा मंत्री जी से कि वह बयान दें और उनके पीछे जो ताकतें हैं, उनका पर्दा फ़ाट कर दें।

श्री जगन्नाथ राव जोशी (शाजापुर) :

हम सदन के बाहर गये नहीं थे, इसलिये बाहर कौन सी खबर आई है, हमें इसकी जानकारी नहीं थी। इसका मतलब यह नहीं है कि ऐसी घटना के बारे में विरोधी दलों को कुछ कम क्षोभ हो। मैं एक बात साफ कर देना चाहता हूँ कि वह आपके दल के नेता ही नहीं हैं सदन की नेता हैं और देश की प्रधान मंत्री हैं। इसलिये यह हम सब के लिये उतना ही चिन्ता का विषय है। ऐसी घटना बिल्कुल नहीं होनी चाहिये। इसके मूल में जाना चाहिये, इसकी तह में जाना चाहिये और मंत्री महोदय पूरी जानकारी सदन के सामने रखने की कोशिश करें।

श्री राम सहाय पांडे (राजनन्दगांव) :

उपाध्यक्ष जी, हिंसा, घणा, नफरत के इस उभरते हुए वातावरण में, जिसको उभारा गया है, इस प्रकार की संभावनाएं कुछ आश्चर्यजनक नहीं हो सकती हैं। समस्तीपुर का कांड अभी बहुत पुराना नहीं हुआ जिसमें हमने ललित नारायण मिश्रा को खोया और उन संदर्भ में प्रधान मंत्री जी ने जब एक वक्तव्य दिया था कि यदि मेरे ऊपर भी कोई हमला हों तो शायद कुछ लोग ऐसा कहने वाले भी इस देश में मिल जाएंगे कि यह मैंने अपने ऊपर जान-बूझ कर रिहर्सल करवाई है। लोग ने इस पर भी टिप्पण, और अलोकना की, श्रीमान्, कितने आश्चर्य को वार है ?

मैं यह कहना चाहता हूँ कि इतिहास में यह पहली बार है जब कि प्रधान मंत्री ने अपने इलैक्शन पेटीशन के सम्बन्ध में खुली अदालत में जाना स्वीकार किया। नहीं तो, कर्मेशन भी एपाइन्ट किया जा सकता था। कमीशन यहाँ आकर उनका बयान ले सकता था लेकिन अपनी उदार चेतना और लोकतन्त्र की रक्षा की भावना के कारण वह अपने प्रधान मंत्रित्व को एक तरफ रख कर एक व्यक्ति की हैसियत से, प्रधान मंत्री तो हैं ही। लेकिन अदालत की गरिमा और महत्व को बढ़ाने के लिए स्वयं गई।

जो एक व्यक्ति प्रटैंड करता था कि मैं वकील हूँ जिस प्रकार उसने प्रवेश करने का प्रयास किया, उसके हाथ में रिवाल्वर पाया गया, हम कल्पना नहीं कर सकते। मन सिंह उठता है, रोमांचित हो उठता है जब हम किसी दुर्घटना की संभावना की कल्पना करते हैं कि क्या हो सकता था।

श्रीमान्, मैं आपके माध्यम से गृह-मंत्री जी से यह जानना चाहता हूँ कि वह बयान दें कि वह आदमी कौन था ? क्या वह किसी राजनीतिक दल से सम्बन्धित था या इसमें सी०आई०ए० का हाथ था या किसी प्रकार का कोई अन्तर्राष्ट्रीय पड्यंत्र था। इस प्रकार पूरे विवरण के साथ बयान आना चाहिये। क्योंकि प्रधान मंत्री जी के जीवन का जितना प्रश्न है, उतना ही देश में जो हिंसा और घृणा का वातावरण उभारा गया है, इस बात का संकेत मिलना चाहिये कि उसमें क्या क्या दुर्घटनाएँ होने की कल्पना की जा सकती है।

SHRI SEZHAYAN (Kumbakonam):

The news item that a young man with a revolver had attempted to enter the court at Allahabad where our Prime Minister was to appear as a witness has come as a rude shock to us; but I hope, the shock is shared by all those in this country and outside also. Thanks to the vigilance exercised by the security persons it has been detected. I shudder to think what had been the possibility that might have existed. But we share with everyone the concern and the anguish, irrespective of the differences we have, political or otherwise, there can be no two opinions that in a democracy all solutions have to be arrived at by a discussion, by a parliamentary method, not by the use of violence or bullet. I hope this will be the last news that we hear in this country. In order to create a healthy atmosphere, everyone of us should join. In our fight, we fight inside the Parliament, not with violence or with any other mode. I am one with all the Members. Mrs. Gandhi is not only

the Prime Minister, she is the Leader of this House and the leader of this country. As long as we believe in democracy, we believe in her position and any harm done to her is a harm done not to an individual but to the entire functioning of our democracy. With this, I associate myself with all the Members of the House.

श्री बालकृष्ण शास्त्री (भागलपुर) :
उपाध्यक्ष महोदय, प्रधान मंत्री ने खुली सभासत में जाकर यह प्रवचन कर दिया है कि गणतन्त्र की रक्षा, उनके महान् मूल्यों की प्रतिष्ठा और न्याय का प्रतिष्ठा बह करना चाहती है, साथ ही। गणतन्त्र में प्रमुख शक्ति न्यायालय को भी वह सम्मान देनी है। अन्यथा उनके लिये कोई मजबूरी नहीं थी कि वह सदन में जानी।

अस्तु, जब देश की प्रधान मंत्री, सदन की नेता, आज देश में उन मूल्यों की प्रतिष्ठा के लिये वहाँ जाती है, ऐसे वक्त में कोई ऐसा घटियन किया जाये तो यह उनके प्रति नहीं बल्कि यह देश के प्रति घटियन है और हमारे गणतन्त्र के प्रति घटियन है। हमें प्रमत्तता है कि हमारे सुरक्षा करने वाले अधिकारियों ने उन्हें ठीक समय पर पकड़ लिया। हम वह चाहते हैं कि गृह-मंत्री इस सदन में इस बात पर स्पष्ट बयान दें कि वह व्यक्ति सिर्फ़ व्यक्ति ही था या इसका सम्बन्ध कहीं और था ? क्या यह सिर्फ़ एक पागलपन की बात थी या इसके पीछे कोई बड़ा पंथ्य है जिसको कर कर कोई व्यक्ति, कोई समूह, कोई दल इस देश के गणतन्त्र की पीठ में छुरा मारना चाहता था ? सब से बड़ी बात आज यह हो गई कि देश के प्रमुख या मर्यादित नागरिक को यह सोचने के लिये मजबूर होना पड़ रहा है कि गणतन्त्र के मूल्यों की रक्षा में जो देश में हिंसा और बला का शासन तैयार किया जा रहा है वह शासन अस्मासुर की तरह उन्हीं मूल्यों को नष्ट जाये जिनके नाम पर आज देश में बला फैलाई जा रही है।

अस्तु यह प्रमुख प्रश्न है, जिस पर हम सबको विचार करना चाहिये।

SHRI P. G. MAVALANKAR (Ahmedabad). Mr. Deputy Speaker Sir, the news from Allahabad is both disturbing and distressing. An attack on the Prime Minister would be considered as an attack on the democratic institutions and values of this country. The Prime Minister is not only the Leader of the House, she is also the leader of the country. I want this to go on record that whatever differences one may have with the Party in power and its head, these are not the methods by which we go about in a democracy.

Sir, I want to add this. For the last some months, I think that an atmosphere of bitterness and hatred is being allowed to increase to such an explosive situation and level that democratic functioning has become increasingly difficult. This is not a very healthy sign for our democratic set up. Therefore, I do wish to associate myself with the sentiments expressed by my colleagues. I do hope that not only the Home Minister will make a complete and full statement, but that this House will give a message to the entire country that this country and this House believe in democratic functioning and that any intolerance which goes to the level of violence and personal animosity will not be tolerated at all both in letter and in spirit.

श्री कृष्ण चन्द्र पांडे (खर्नालाबाद)
उपाध्यक्ष महोदय, आज इनाहाबाद के पी.टी.आई. के द्वारा जो खबर दी गई है, उसको सुन कर पूरा सदन और देश स्तब्ध हो रहा गया है। इस पर पांच छ. महीने से देश में जो बला का एक वातावरण उत्पन्न किया जा रहा है, उसी का यह परिणाम है। मैं सुरक्षा अधिकारियों को हार्दिक धन्यवाद देता हूँ कि उन्होंने बड़ी बुद्धिमानी और दृढ़ता से काम लिया, और जनतंत्र और राष्ट्र-नेता की रक्षा करने के लिए वहाँ गई, उस समय

जिस समय राष्ट्र-नेता न्यायालय की प्रतिष्ठा को बढ़ाने के लिए वहाँ गई, उस समय

[श्री कृष्णचन्द पांडे]

जिसने भी यह कुकर्म किया हो, और जिस संस्था ने कराया हो, जिसका उसके पीछे हाथ हो, उस संस्था पर प्रतिबन्ध लगाना चाहिए, यही राष्ट्र-हित में है। आज देश का इतिहास किस तरह बदला होता, इस समय देश की क्या स्थिति होती, यह कहा नहीं जा सकता है।

मैं आपके माध्यम से गृह मंत्री को कहना चाहता हूँ कि यह मदन ऐसे कुकर्म को बर्णने के लिए तैयार नहीं है, जो राष्ट्र-सेना और देश की जनताधिक प्रणाली के विरुद्ध किया गया है।

इन शब्दों के साथ मैं पुनः अपने सुरक्षा अधिकारियों को बधाई देना चाहता हूँ।

SHRI DINEN BHATTACHARYYA (Serampore): Mr. Deputy Speaker, Sir, I express our anxiety over the incident that has been reported here in this House by several Members of the different political parties. I will urge upon the Government to make a statement here so that there may not be any misunderstanding over the issue. Nobody in this House or outside, I will say including our party, believes in this sort of individual terrorism and violence. So, I will again urge upon the Minister to make the point clear so that the real thing may be brought to the notice of the people and the people may understand the situation very well.

PROF. NARAIN CHAND PARASHAR (Hamirpur): Sir, keeping in view the highest traditions of democratic values, the Prime Minister went to tender evidence before the High Court in which 36 witnesses have been examined on her behalf and 60 on behalf of Shri Raj Narain. Sir as a Prime Minister, she has raised the prestige in which the judiciary is held in our country and it is a healthy sign that here friends from all sections of the House are unanimous in condemning this incident which has led this kind of volcano on which we are sit-

ting. Sir, I want to impress through you, upon the Home Minister and the Government of India that, as this incident reveals, the attempt made on the life of Shri L. N. Mishra has not been forgotten by the forces that wanted to create chaos in this country and still want to tread on that path. Whether those forces are sheltered under this arm or that arm, we are not concerned but we are concerned with this that the Prime Minister of this country who symbolises the will of the nation to march ahead should be given the fullest possible protection and security and it should be checked that nobody in the guise of a pleader or in the guise of a journalist on a fictitious pass or a bogus card should be allowed and all attempts should be made to protect all those persons who are concerned with the witness, with this case. Sir, when the Prime Minister has herself offered to go there, it is the duty of all of us to see that she is given the fullest protection as she is regarded as the leader of the destiny of our country. We all share this concern and I join in congratulating the security men there who have detected this intended crime and who have prevented a great disaster. Sir, we are happy but we would like the Home Minister to assure us that her person and her security is well kept in this country.

MR. DEPUTY-SPEAKER: So many names are still there. Now, the point is that a large number of hon. Members have made submissions and many more would like to speak. Well, if you want, I can give one minute each because it seems there are so many who want to speak. Now, I have the slips here before me and I will call you one by one. My only appeal to you is that it should be brief because you are making the same points. There is no new point that you are going to make.

श्रीमती लक्ष्मीदेवी राय (सावर) :

उपाध्यक्ष महोदय, जब मैंने यह समाचार सुना कि इलाहाबाद हाई कोर्ट में रिवाजवर सिंघे हुए एक व्यक्ति वकील के बेंच में आकर बसे

हुए पकड़ा गया है, तो मुझे बड़ा दुःख हुआ। हमारे सुरक्षा दल ने प्रधान मंत्री की रक्षा के लिए बहुत प्रयत्न किया है। हिन्दुस्तान में महिलाओं को बरनों तक गुलाम रहने के बाद बड़ी मुश्किल से आजादी मिली है और आज देश में महिलाओं का बड़ा मान है। मैं कहना चाहती हूँ कि यह घटयव कोई नया नहीं है, बल्कि यह बहुत दिनों से चल रहा है। हमारी जो सुरक्षा है इसके बारे में हमारे जो गृह मंत्री हैं इनको कोई पता नहीं है, चारों ओर हिन्दुस्तान में ये लोग जो हमारे हत्यारे हैं जीव हिंसा करने चम रहे हैं। इसके लिए कड़ा कदम उठाने की जरूरत है भविष्य के लिए। गृह मंत्री को ऐसा कदम उठाना चाहिए जिसमें कि चाहे कोई भी हो, हमें तो मालूम होना है कि हमारे बाहर के लोगों का भी हाथ है, बाहर के लोग भी चम रहे हैं, तो मैं गृह मंत्री से कहूँगी कि वे इसके ऊपर बक्तव्य दे और हमका पता लगाए कि देश में क्या हो रहा है जिसमें हमारी सुरक्षा हो। न इस पार्टी वाले न उस पार्टी वाले, इन का कोई हाथ हममें हमें मालूम नहीं होता है। मैं प्रार्थना करूँगी कि गृह मंत्री अपना बक्तव्य दे और रक्षा की पूरी व्यवस्था की जाए जिसमें कि हमारे देश का नुकसान न हो और हमारे नेताओं की रक्षा हो।

15 hrs.

श्री रामचन्द्र बिक्रम (बायपत) : मान-नय नरसिंह नारायण पांडे ने जिस दुःख घटना का तरफ इस सदन का ध्यान आकृष्ट किया है मारा सदन इस पर एकमत है और मैं समझता हूँ कि सारे देश का जनता भी इस तरह का अपना मत प्रधान मंत्री जे. के सम्बन्ध में रखती है। इस दुःख घटना की जानकारी इस सदन को और देश को तुरन्त होनी चाहिए और जो भी इसके पीछे घटयव है, जो कोई भी इस घटना के पीछे है उस की तुरन्त जानकारी सदन को भी और देश को भी देनी चाहिए। मैं इस सदन के सभी पक्ष और विपक्ष के भावनीय सदस्यों का जो

इस घटना से दुःखी हैं हृदय से आभार प्रकट करता हूँ। प्रधान मंत्री जे. के सम्बन्ध में देश और यह सदन एक राय है इस बात पर और मैं प्रार्थना करूँगी कि इस घटना की तुरन्त जांच होनी चाहिए तथा सदन को उसमें अवगत कराना चाहिए।

श्री मूल चन्द्र बाणा (पाली) उपाध्यक्ष महोदय, ठीक उपयुक्त समय पर आपन स्वयं अपने तोते तुले शब्दों में इस दुर्भाग्यपूर्ण घटना के प्रति अपने विचार प्रकट किए और सारे सदन के भिन्न भिन्न पाटियों के सदस्यों ने भी अपने विचार रखे। एक बात मालूम हो गई कि हमारे सदन के सभी सदस्य देश को यह चेतावनी देना चाहते हैं और जागरूक करना चाहते हैं कि जो हिंसा फैलाने वाली शक्तियाँ हैं उनके प्रति हम अपना रोष और आक्रोश प्रकट करते हैं। जिस हिन्दुस्तान ने अपनी आजादी अहिंसा और सत्याग्रह के आधार पर ली थी उस के अन्दर हम किसी प्रकार की हिंसा और इस प्रकार का वातावरण फैलाने वाली शक्तियों के प्रति अपना रोष प्रकट करने हैं।

SHRI C. M. STEPHEN (Muvattu-purha). Mr. Deputy-Speaker. Sir, at this moment of agony and anguish, it is a matter of relief and satisfaction that the whole House irrespective of party affiliations is standing together in the matter of the condemnation of the dastardly attempt on the life of the leader of the nation.

My heart is in anguish not only against this dastardly act but also about the very serious implications that this particular incident brings up. She is the leader of the elected Parliament. She is the leader of the nation and the Prime Minister of India. Once we denude the elected institutions of all honour and status, once we make the elected institutions a laughing stock as if they represent nothing, then in the mind of the common man certain corollaries will inevitably follow.

[Shri C. M. Stephen]

These we have been seeing. The Parliament and the Assembly were being attacked; attempts of terrorism were being made repeatedly on the House itself. Now, it has taken the turn of attempts on the lives of the people. This implication must be taken note of. It is not enough that sentimentally we say, we are not behind this act. It is also necessary that those of us who cherish the values of democracy in our heart take note of the trend in the whole country and see that the attack against democracy and the attack against the elected leaders of the people is put a stop to and that political controversies are confined to polemics and arguments only. If this route is taken, then certainly, other implications will follow and other actions will also follow inevitably, and it would not be open to us to condemn somebody for something that has been done.

May I, with your permission, join the rest of the nation in placing on record my deep anguish for the turn things have taken and may I raise my hands in thanks, giving to God that the cherished symbol of the nation has been saved from a beastly attack by a dastardly man.

SHRI B. V. NAIK (Kanara). I sincerely participate in the sentiments expressed by all here. I would like to know if I can draw the attention of the Hon'ble Minister of Home Affairs to the fact that there was a gun-man found a few years back outside the premises of the Hon'ble Prime Minister and ask what has happened about him? Such instances are being repeated. I think the Prime Minister of this country represents an institution very dear to us. I would therefore like the Minister to state in the course of his reply as to whether he is going to make any security arrangements for our Prime Minister, and also, what has happened about the gun-man who was found on an earlier occasion.

श्री सुहृन्मन्मद जनीपुरहान (किलनगज):

उपाध्यक्ष महोदय, यह बहुत ही अफसोसनाक और मनहूस खबर आयी आई है, इसकी जितनी भी मज्जमती की जाय इस सदन के द्वारा वह कम होगी। मैं धर्ज कर रहा था कि प्राइम मिनिस्टर जम्हूरियत की जिव्जगी को बरकरार रखने के लिए अदालत में इजहार करने गईं। इसके दो माने हैं। एक तो यह है कि जम्हूरियत का मुकाम निहायत ऊँचा है और दूसरा यह कि अदालत का मुकाम जहूरी मुल्क में बहुत ऊँचा है। हालाँकि आप इस बात को अच्छी तरह से जानते हैं कि निबिल प्रोसीजर कोड में कमीशन पर इजहार करना बिल्कुल गानून के त त है। ५५ शत ५० में उनका इजहार हो सकता था। लेकिन प्राइम मिनिस्टर ने इस बात को नहीं चाहा और उन्होंने खुद में अपने को अदालत के आगे पेश किया। इसका सिर्फ एक ही मकसद है कि अदालत का मुकाम निहायत ऊँचा है इस जम्हूरी दौर में। यह अदालत का एहताराम और जम्हूरियत को बरकरार रखना यह इस मुल्क के आर्द्धने के अन्दर है। बहरहाल जो हमारे सेक्योरिटी के अफसर ने एक बहुत ही जिम्मेदारी के साथ इस साजिश को नाकाम बनाया है यह काबिले तहसीन, आफरी और मुबारकवादी के है। मैं चाहूँगा कि हमारे होम मिनिस्टर इसकी पूरी तफसील इस ऐशन के टेबल पर रखें ताकि सारे मेम्बरों को मालूम हो सके कि यह किन लोगों की, किन दलों की और कितने लोगों की साजिश इसके अन्दर है।

एक बात और कह कर मैं बैठ जाऊँगा कि जब लॉरिन बाबू का कत्ल हुआ था तो प्राइम मिनिस्टर ने कहा था कि यह एक रिहर्सन है जिसको किया गया है। लॉरिन बाबू की जिव्जगी के ऊपर और बाकी उसके पीछे और आगे वाले लोग हैं, क्या उसकी यह एक कड़ी है? सिद्दाया, मैं आपके लिए होम मिनिस्टर से इस्तुफा करता हूँ कि पूरे अमान के साथ हाउस में जाएँ ताकि यह ऐशन को मालूम हो सके कि किन लोगों का इसमें हाथ है?

[شری محمد جمہل النہجہ ان
(کشن کلج) - اویادھیش مہودیشہ
یہ بہت ہی افسوس ناک اور منحوس
خبر ابھی آئی ہے، اس کی جانی
ہوئی مذمت کی جائے اس سبب
کے درازا وہ کم ہوگی۔ میں عرض
کر رہا تھا کہ پرائم منسٹر جمہوریت
کی زندگی کو برقرار رکھنے کے لئے
عدالت میں اظہار کرنے لگے۔ اس
کے دو محلے ہیں ایک تو یہ ہے
کہ جمہوریت کا مقام نہایت اونچا
ہے اور دوسرا یہ کہ عدالت کا مقام
جمہوری ملک میں بہت اونچا ہے۔
حالانکہ آپ اس بات کو اچھی طرح
سے جانتے ہیں کہ سرائے پر اسٹار کوڑ
میں کمیشن پر اظہار کرنا بالکل
قانون کے تحت ہے۔ کمیشن پر ہی
انکا اظہار ہو سکتا تھا لیکن پرائم
منسٹر نے اس بات کو نہیں چاہا
اور انہوں نے خود سے اسے کر عدالت
کے آگے پیش کیا۔ اس کا صرف
ایک ہی مقصد ہے کہ عدالت کا
مقام نہایت اونچا ہے اس جمہوری
دور میں، یہ عدالت کا احترام اور
جمہوریت کو برقرار رکھنا یہ اس
ملک کے انہوں کے اندر ہے۔ مجھے
حال جو ہمارے محکمہ آف ہوم نے
ایک بہت ہی ذمہ داری کے ساتھ
اس سارے کو ناگم بنایا ہے یہ
قابل تحسین ہے۔ انہیں اور ممبران
کے ہے۔ میں چاہوں گا کہ ہمارے
ہوم منسٹر اس کی پوری توجہ اس
امور کے تبدیل پر رکھیں تاکہ سارے
ممبروں کو معلوم ہو سکے کہ یہ کن
لوگوں کی اور کتنے لوگوں کی سازش
اس کے اندر ہے۔
ایک بات اور کہہ کر میں بڑے
جاؤں گا کہ جمہوریت کا قتل

ہوا تھا تو پرائم منسٹر نے کہا تھا
کہ یہ ایک ریمپس ہے جسکو کہا
کہا ہے لٹ باپو کی زندگی کے اوپر
اور باقی اس کے پیچھے اور آنے والے
لوگ ہیں وہاں اسکی یہ ایک کڑی
ہے؟ لہذا میں آپکے ذریعے ہوم منسٹر
سے استدعا کروں گا کہ پورے بھلن
کے ساتھ ہاؤس میں انہیں ناکہ
یہ امور کو معلوم ہو سکے کہ
کن لوگوں کا اس میں ہاتھ ہے۔)

श्री रामावतार शास्त्री : (पटना) उपा-
ध्यक्ष महादय हलाहाबाद हाईकोर्ट में जो
आज घटना घटी यह बड़ी ही दुःखद और गम्भीर
है। ऐसा लगता है कि इसके पीछे सुनियोजित
पडयन्त है। इस बात को कोजिश को गई कि
प्रधान मन्त्री को हत्या की जाय। इसलिए यह
बहुत ही दुःखद है और इस तरह की घटनाएँ
पिछले दिना भी हुई हैं। इन घटनाओं में हिन्दु-
स्तान के जनवाद में विश्वास करने वाले लोगों
और दलों को सोचना चाहिए। सरकार को
सोचना चाहिए और कोई ऐसा राम्ना निकाला
जाना चाहिए ताकि इस तरह की घटनाएँ
भविष्य में नही घटें। साथ ही इस मदन को
और हिन्दुस्तान की नयाम जनता को इस तरह
की घटना की घोर निन्दा करनी चाहिए और
जनता को इस बात के लिए प्रेरित करना
 चाहिए कि वह इस तरह के घणित बाडा का
जम कर विरोध करे उसका मुकाबिला करे।

SHRI VABANT SATHE (Akola):
We were all shocked at the very idea
that some one should have been found
in the temple of justice with a lethal
weapon, but I must confess to a sense
of great relief to know that the leader
of the nation is safe. The Prime
Minister who was attacked and is
being attacked in this very House for
denigrating judiciary, was setting an
excellent example of going to a court
of law. (Interruptions). I have not
said a word against you. Why don't
you see the seriousness of the situa-
tion? She was doing what is right.

[Shri Vasant Sathe]

She was showing that no one was above law. Therefore, that must be said to the credit of the Prime Minister. I think you will not disagree there. I would also say that we must introspect a little. This is a very serious matter. Only the other day we lost one of our revered colleagues in a violent attack. We must introspect and see why this attitude is growing. If we single out a leader in the country and call him or her day in and day out, inside and outside, a dictator (Interruptions) this sort of attitude will develop in the country. (Interruptions).

MR. DEPUTY-SPEAKER Order, please. I thought I had set the note of this issue raised here in my introductory remarks, and I saw the effect of that until Mr. Sathe spoke. Also I saw that Mr. Sathe entered this House late, long after I had introduced the subject. I think, we are all agreed that this is a matter of grave concern and we are all exercised about it. And I appreciate your words when you say that we will not only be exercised but we must also do some introspection. Therefore, I think, whatever may be your view, let us keep that for another occasion. Let us confine ourselves on this occasion to an expression of concern and our feeling of relief that nothing more untoward has taken place.

SHRI H. K. L. BHAGAT (East Delhi). I would only say that this incident is yet another grim warning to our nation about the trends that are developing in this country. It is alright for all of us to make formal expressions regarding this incident. As you have rightly said, I do not want to enter into any controversy. But this is a moment for introspection and it is necessary for all the parties in the country to adopt a code of conduct for their members, for other people, not to do any thing, not to say any thing, not to act in any manner which results in encouragement of extra-parliamentary, unconstitutional activities or an atmosphere

leading to violence. For the Government, Sir, I would say that it is high time that they should come out with some kind of a White Paper in regard to the situation in the country and the circumstances that have developed in the country and the incidents that have taken place. This is the time when mere formal expressions of concern will not be adequate. Action on the part of all the parties and action on the part of the Government are very necessary. This is what I want to subr it.

DR. HENRY AUSTIN (Ernakulam): As the shocking news from Allahabad continue to cause pain and anxiety not only for Members of Parliament but for the whole nation, may I hasten to place on record my high appreciation—or perhaps I should congratulate the security officers in Allahabad for taking such prompt action in detecting the person and for putting to use such highly sophisticated apparatus, commensurate with the seriousness of the situation; and may I, through you Sir, request the Home Minister and also our Minister of Parliamentary Affairs to see that even more effective arrangements, in view of this developing situation, are made to meet the situation? I fully share the feelings expressed here already by hon. Members. I will just finish in one more sentence.

श्री विजूलि मिश्र : उपाध्यक्ष जी, मैं एक बात जानना चाहता हूँ—आप लोगों का चिट भेजने पर बुलायेंगे वा चाई कैच करने पर बुलायेंगे—आप क्या तरीका अपना रहे हैं ?

उपाध्यक्ष महोदय : मैं आप की भी बुलाऊंगा ।

DR. HENRY AUSTIN: I want to conclude with this sentence: let us take a decision or let us resolve ourselves that we will heed the advice of the Prime Minister who has been reminding us of the dangerous consequences that might arise as a result of creating an atmosphere of violence and hatred in this country.

DR. KAILAS (Bombay South): I appreciate, and join with the sentiments of my friend, the leader of the DMK Group in Parliament, Shri Era Sezhiyan and Mr. Mavalankar; and congratulate the officers who could take such quick action, that the attack on Prime Minister's life was avoided. Mr. Mavalankar has rightly said that we must not create sense of horror or dissatisfaction and hatred; and so we must all do introspection. I pray God that the Prime Minister's life is saved like this for ever.

श्री बिभूति मिश्र (मोनिहारी) : उपाध्यक्ष जी, जिस रक्षा के अधिकारी ने वह खतरनाक हथियार पकड़ा—मैं उसको बधाई देता हूँ। लेकिन मुझे एक बात कहनी है—मान्यवर से हम देश में जो घृणा और हिंसा का वातावरण बनाया जा रहा है, यह बहुत ही निन्दनीय है। हान्नाकि सब भाई यह पर डेमोक्रेसी की दुहाई देते हैं, लेकिन फिर भी यह घृणा और हिंसा की भावना बढती जा रही है हम लोग सरकार में हैं—हमलिये सरकार का कर्तव्य है कि सरकार इस तरह की बटनाओं का पना मगाये—भाज प्राइम मिनिस्टर नहीं होती तो क्या देश में होता और देश में हैं तो क्या है—इसको कैबिनेट करते हुए मैं सरकार की जबाबदेही समझता हूँ। भाज सारे देश में जो हिंसा का बात बरण पैदा हो रहा है—मैं बिरोधी भाइयों से भी कहूंगा और सारे देशवासियों से कहूंगा कि इसके बिबुड हम लड़ाई कर। सवाल मूलभूत हमारे सामने यही है कि हिंसा की जी भावना पैदा हो रही है—उसको रोक बाय। अगर इसी तरह हिंसा

की भावना पैदा होती जायेगी, तो जिन्होंने फ्रेंच रेवोल्यूशन पढ़ा है, वे जानते हैं कि उस हालत में न हमारी जिन्दगी सेफ है और न हमारे किसी आदमी की जिन्दगी सेफ है। इसके लिये सिर्फ एक ही रास्ता है कि देश में महात्मा गांधी जी का सत्य और अहिंसा का वातावरण फैले।

मैं यह भी कहना चाहता हूँ—जब तक प्रधान मन्त्री जी इलाहाबाद में रहे या चाहे जहाँ रहें—यह सरकार की जबाबदेही है कि उनकी सुरक्षा का पूरा इन्तजाम करे। मैं अपने बिरोधी भाइयों से कहूंगा कि इसमें हम सब लोगों को एक होकर हिंसात्मक वातावरण को हटा कर शान्ति का वातावरण पैदा करे। अगर ऐसा वातावरण तैयार हो जायगा तो फिर यह कहने की जरूरत नहीं रहेगी कि न हम बच्चे और न आप बच्चे। इस मामले में आप लीड लीजिये। इसलिये सब के जीवन पर भाज खतरा है, और आप चूँकि नौजवान हैं हम बारे में लीड लीजिये जिससे देश में शान्ति का वातावरण पैदा हो।

SHRI SAMAR GUHA (Contai): On behalf of The Socialist Party of India inside Parliament, I strongly condemn this attempt at assassination of the Prime Minister. If this act of assassination assumes political dimension, it will ultimately assassinate democracy itself. Sir, again if the butcher's life is given free play, it will not only ultimately discriminate but it will lead to blood bath also on all sides. Therefore, we have to take caution of that. At the same time we should remember Mahatma Gandhi, the father of the nation, who has bestowed upon us the responsibility or a new technique how to lead peaceful and non-violent movement.

MR. DEPUTY-SPEAKER. Let us not go beyond that

SHRI SAMAR GUHA It does not mean that the people have ably risen to express their view in a peaceful and democratic way but there should not be any scope whatsoever of creating any condition of any type in the country in favour of any violent activity. Therefore, I not only condemn but also naturally expect that all steps should be taken as a precaution against any kind of such dastardly attempt. At the same time I should say that she has shown courage naturally as it was an obligation on her to appear before the court and even after the murder of Shri L. N. Mishra she did not lack in courage in going to different public meetings. Therefore, there is no question that she lacks in courage but it is our duty to express our condemnation of any attempt on the life of the Prime Minister.

MR. DEPUTY-SPEAKER I think we have had enough

THE MINISTER OF WORKS AND HOUSING AND PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH) It is a matter of gratification that all the sections irrespective of parties have condemned so unequivocally and unreservedly this attempt to carry arms in the court room (where the Prime Minister was to give evidence) with obvious ostensible motives

It is also a matter of great satisfaction to see that all Members of the House assembled, whatever be their party affiliations, have expressed

equal anxiety about the security of the person of Prime Minister who is not only our leader but leader of the House and the leader of the country. In order to give expression to this unanimous feeling of the House, I beg to move

"The House unanimously condemns the reported attempt to carry arms into the court where Prime Minister had to give evidence and desires that sufficient security arrangements be made both inside and outside the Court to ensure the safety of the Prime Minister."

MR. DEPUTY-SPEAKER The question is

"The House unanimously condemns the reported attempt to carry arms into the court where Prime Minister had to give evidence and desires that sufficient security arrangements be made both inside and outside the Court to ensure the safety of the Prime Minister."

The motion was adopted.

15 25 hrs

DEMANDS FOR GRANTS (RAILWAYS) 1975-76—contd

MR. DEPUTY-SPEAKER. We resume discussion on the Demands of the Railways. Shri Nathu ram Ahirwar was on his legs. He may continue with his speech. May I repeat the request of the Minister for Parliamentary Affairs that a Member from the Congress Party should not take more than seven minutes. Mr. Ahirwar had already taken 9 minutes. I think he should say that he concludes his speech.

श्री नाथूराम अहिरवार (टीकमगढ़) :
उपाध्यक्ष महोदय, मैं कस धपने कुछ सुझाव दे रहा था मन्त्री जी को कि रेलवे में बाटा क्यों होता है। झांसी का वर्कशॉप है जहाँ पर आजादी के पहले बोडे आदमी काम करते थे लेकिन वहाँ पर 50 बैगनों की मरम्मत होती थी। लेकिन आज तिगुना स्टाफ बढ़ गया है, खर्चा भी तिगुना बढ़ गया है लेकिन वहाँ पर 20, 25 बैगनों की ही मरम्मत होती है। मेरी जानकारी है कि लोग अपना टोकन जमा करते हैं और सुपरबाइजर में छुट्टी लेकर भाग जाते हैं या नाश खेचने रहते हैं। इस प्रकार वह जूए का झड़्डा बन गया है।

15 26 hrs

[DR. HENRY AUSTIN in the Chair]

निवाडी टीकमगढ़ जिले का सबसे बड़ा स्टेशन है जहाँ से एक लाख किण्टन गेहूँ बाहर भेजा जाता है। वहाँ पर फटिलाइज भी आता है। मैं न कोई शैंड न होने के की वजह से बरसान में काफी नुकसान हो जाता है। पिछले सालों में वहाँ फटिलाइजर भीग गया था जिसकी वजह से फटिलाइजर्स कॉरपोरेशन आफ इण्डिया को 15,000 रु० कम्पेंसेशन के रूप में देना पड़ा। इनके रु० में तो बड़ा शैंड बन सकता था। इसलिये सीमेन्ट, फटिलाइजर और गेहूँ को बरसान में भीगने से बचाने के लिये निवाडी रेलवे स्टेशन पर शैंड बनाया जाय।

मानिकपुर-झांसी रेलवे लाइन पर चार गाड़ियों में दो इंजन लगने हैं जिसकी वजह से गाड़िया तीन, तीन घंटे लेट होती हैं। मैं चाहता हूँ कि हर गाड़ी के लिए एक, एक इंजन हो ताकि गाड़ियां लेट न हुआ करे।

हरिजन, आदिवासी कर्मचारियों के साथ बड़ा अन्याय होता है, उनके परसेटेज पर ध्यान नहीं रखा जाता है। प्रोमोशन में उनके साथ अन्याय किया जाता है। वह लोग इम्तिहान में तो पास हो जाते हैं लेकिन इंटरव्यू में उनको प्रन्यूटेबिल डिक्लेयर कर दिया जाता है।

नतीजा यह होता है कि मैट्रिक पास जनरल कैंडीडेट चुन लिया जाता है और हरिजन, आदिवासी कैंडीडेट नहीं चुना जाता है। मानना पड़ता है कि जो जव गेडयूल्ड कास्ट्स और गेडयूल्ड ट्राइब्स कमेटी के चेयरमैन थे तो उन्होंने इन लोगों के सुधार के लिये कुछ सुझाव रेलवे विभाग को भेजे थे। सीमांत से आज वह उम्मी मन्त्रालय में उप-मन्त्री बन गये हैं। इसलिये मेरी उन से प्रार्थना है कि वह यह देखें कि हरिजनों, आदिवासियों के साथ जो अन्याय होता है वह अब दूर होना चाहिये।

अभी लायन वर्कर्स के नाम पर बटुन सी नहीं हो रही है। लेकिन देखा यह जा रहा है कि श्रितवा अधिक प्रैगर है या जो लोग प्रभावशाली हैं, या बड़े अधिकारियों के सम्बन्धी है उन्होंने को मौका दिया जाता है और गरीब वर्कर को मौका नहीं मिल रहा है।

सभी लोग कहते हैं कि पिछड़े क्षेत्रों में रेलवे लाइन नहीं है। तो सरकार कम से कम एक बार ऐसा कर ले कि पिछड़े क्षेत्रों की रेलवे लाइनों का सर्वे करा ले और जैसे जैसे उन उपलब्ध होता जाय उस काम को करने लगे। इसमें लोगों का सम्मान हो जायगा कि कभी न कभी हमारे क्षेत्र में भी रेलवे लाइन आयगी। इसलिये आप पूरे देश का रेलवे लाइन का नक्शा लेकर रख ले और जो भी पिछड़े हुए क्षेत्र हैं जहाँ रेलवे लाइन नहीं है उस पर रफा सर्वे करा ले और पैमें की उन्नति के अनुसार उन कामों को पूरा करने लगे जायें।

श्री धनसाह प्रधान (शहडोल) उपाध्यक्ष महोदय, मैं रेलवे बजट का मन्थन करता हूँ। इस बजट में जो किराया बढ़ाया गया है जनता पर भयंकर सिद्ध हुआ है। एक ही वर्ष में दो बार बजट सदन में लाया गया और यह बजट जनता के लिये कम्पानकारी सिद्ध नहीं हुआ। लोगों की गरीबी हटाने और मूल्यों को रोकने में असफल रहा है और जनता परेशान है।

[श्री धनसाह प्रश्नन]

पिछले वर्ष के अन्त तक रेलवे द्वारा 1920 लाख मीट्रिक टन प्रारम्भिक भाल ढोने का अनुमान लगाया गया था किन्तु अनुमानत उसमें लगभग 70 लाख मीट्रिक टन की कमी रहने की सम्भावना है। इसमें आप पिछड़ गए हैं और इस कारण से आपको आमदनी 12 करोड़ 45 लाख रुपये कम हुई है।

यही स्थिति यात्री यातायान की रही है। इसी अवधि में 1500 लाख में अधिक यात्री कम रहे। कोचिंग आमदनी में भी कमी रही। इस कारण से भी रेलों की आमदनी में कमी हुई। कुछ रियायते देने के कारण आपको आय कम हुई। 28 करोड़ 50 लाख रुपये हड़ताल के दिनों में आपको अनिश्चित व्यय करने पड़े। प्रादेशिक सेना पर आपने 4 करोड़ रुपये खर्च किए। वैनो पर 5 करोड़ 56 लाख अधिक किए। वर्षा, बाढ़ और हड़ताल में जो क्षति आपको उठानी पड़ी और मरम्मत के काम आपको करने पड़े उन पर 2 करोड़ 61 लाख रुपये आपका खर्च और ज्यादा हो गया। रेलवे की यह जा चिन्ताजनक स्थिति है इसका आपने कारण रेलवे में हड़ताल और महंगाई भत्ते में वृद्धि बताया है लेकिन वास्तविकता यह है कि रेल किराया बढ़ जाने के कारण लोग आज यात्राये रेलों में कम कर रहे हैं, कम सवारियां रेलों को मिल रही है। इस वास्ते मैं समझता हूं कि रेलवे की कार्य कुशलता को बढ़ान और यात्री क्षमता का सुधार करना बहुत आवश्यक है।

साथ ही कोयले की जो चोरी होती है उसकी भी रोकथाम की जानी चाहिये। बिना टिकिट यात्रा को रोक जाना चाहिये। दूसरी श्रेणी के यात्रियों को मुविधायें प्रदान करने की ओर कोई विशेष ध्यान नहीं दिया गया है। इस ओर भी ध्यान दिया जाना चाहिये। देश के सभी भागों में आज यह आम धारणा बन गई है कि रेलों की दशा में कोई सुधार नहीं

हुआ है। इस वास्ते आपको सुधार जहाँ कहीं भी वे अपेक्षित हो जाने की ओर निश्चय दृष्टि दिया जाना चाहिये। रेलों की भयंकर स्थिति स्थिति के कारणों का पता लगाया जाना चाहिये और उन कारणों को दूर किया जाना चाहिये। मेरा मन्त्री महोदय ने यह भी अनुरोध है कि किराया भाड़ा बढ़ाने के जो उन्होंने प्रस्ताव रखे हैं उनको वह वापिस ले ले। साथ ही वह द्वितीय श्रेणी में स्वयं यात्रा कभी कभी किया करें और देखा करें कि लोगों को किन किन असुविधाओं का सामना करना पड़ता है, किन किन कष्टों का सामना करना पड़ता है और उनको दूर करने की कोशिश कभी चाहिये।

इस अवसर पर मैं आपका ध्यान अपने राज्य, मध्य प्रदेश, की ओर आपका विशेष ध्यान दिलाना चाहता हूँ। मध्य प्रदेश का जो आम विन्ध्य क्षेत्र कहलाता है और उसका जो राबा भाग है उसकी ओर जहाँ तक रेलों का सम्बन्ध है आपका विशेष ध्यान जाना चाहिये और उस क्षेत्र में रेल सेवा की सुविधा देकर उसके पिछड़ेपन को दूर करने में आपको सहायता करनी चाहिये।

बजट में प्रादिम जति क्षेत्रों के विकास के लिए रेलवे प्रशासन को पृथक् से प्रावधान करना चाहिये। आप देखें कि यहाँ पर कोई भी विशेष चर्चा हो, कोई विधेयक पास हो तो उसका यही उद्देश्य रहता है कि जनता को कुछ लाभ मिले। सारे देश की जनता की दृष्टि आज सब की ओर लगी हुई है। वह यह जानने के लिए उत्सुक हैं कि हमारे प्रतिनिधि आज के सफट का कोई हल निकालें। अगर हमने ऐसा कोई हल न निकाला तो जनता निराश हो जाएगी।

अब मैं कुछ सुझाव आपको देना चाहता हूँ। मेरा पहला सुझाव यह है कि रेलवे बोर्ड को समाप्त कर दिया जाए। आमदनी बढ़ाने के लिए बिना टिकिट यात्रा गोकने के लिए आपको प्रभावशाली कदम उठाने चाहिये।

कर्मचारियों के लिए प्रोत्साहन पारिश्रमिक तथा अन्य प्रावधान रखे जायें जिनका सम्बन्ध बीछे रेलों की लाभ हानि से हो। रेलों के सम्मान की चोरी और कोयले की चोरी तथा अन्य प्रकार की चोरियों का रोकने के लिए प्रभावशाली कदम उठाए जाने चाहियें।

अब मैं कुछ गाड़ियों के बारे में माग करना चाहता हूँ। जो पैमेंजर गाड़ी चिरमिरी से अनुपडी जाती है वह वही चार घंटे तक रुक कर पुन चिरमिरी लौट आती है। उसे अनुपडी में चार घंटे न रोक कर उसको घाप शहडोल तक चलाए।

उत्कल एकसप्रेम प्रतिदिन घाय चनाए। अगर ऐसा घाय नहीं कर सकने हैं तो कोई फास्ट ट्रेन उसके बदले में दे।

जो मालगाड़ी कटनी में होकर व्याहारी, मिगरीली तक चलनी है—इसकी आज प्रस्तावना में चर्चा हुई थी—इस लाइन पर इन्दवन भरवा स्टेशन बनाया जाए, वहाँ लटकर्म बनाया जाए। इसके साथ साथ दा डिब्बे पैमेंजर के लिए इस गाड़ी के साथ जाड जाए ताकि लोग उनमें में आ जा सकें। इसमें लोको को लाभ होगा।

शहडोल में अडर ब्रिज बनाया जाना चाहिये। स्वर्णाय ललित नारायण मिश्र जी न इसका आश्रयमान भ, दिया था लेकिन उसकी पूर्ति नहीं हुई है। मैं चाहता हूँ कि इस ओर अविलम्ब ध्यान दिया जाए।

जैधारी में ओवर या अडर ब्रिज बनाया जाए। 27 माल हो गए हैं इसकी ओर ध्यान नहीं दिया गया है।

अनुपडी में लोको शैड बनाया जाए। इसकी ओर पहले भी मैं मन्त्री महोदय का ध्यान दिला चुका हूँ लेकिन अभी तक लोको शैड वहाँ नहीं बना है। यह भी बन जाना चाहिये।

अन्त में मैं इतना ही कहना चाहता हूँ कि सत्तना से रीवा तक मोविन्धगढ़ होते हुए जो गाड़ी जाती है उसको बयोहारी सिवरीली कटनी लाइन जाती है उसके साथ मिलाने की कृपा करें तो इन क्षेत्रों का बिकास हो सकता है। ये गरीब आदिवासी क्षेत्र हैं, पिछड़े हुए क्षेत्र हैं। यहाँ विशेषकर हरिजन और आदिवासी रहते हैं। इससे यहाँ उद्योग खल सकते हैं और वहाँ का जीवन सुखी हो सकता है।

SHRI B V NAIK (Kanara). Sir, I am glad that the hon Minister for Railways, Shri Qureshi is here. He knows so much about the Railways that we cannot add to his store of knowledge. Sir, the material which has been supplied to us is something which does not deserve to be placed on the Table of the House. If we look at this railway map we will see that 75 to 80 per cent of the railway construction in this country has gone in the unified India in Indo Gangetic plain and now in the Gangetic basin. We do not need a mirror to see this. If we see the map we find that leaving aside the pocket of Gujarat, Bihar Uttar Pradesh Delhi and Haryana the rest of the country by and large is a desert and waste land as far as railway construction is concerned. The hon Minister will be kind enough to give us the figures as to how much this Gangetic basin has the mileage out of the 15,000 km length of the railway line and also how much some of the unfortunate States like Rajasthan, Karnataka and particularly the entire belt of the West Coast of India, spreading over a distance of 800 km have got out of the total mileage.

Sir, I was living in a fools paradise when I was thinking that Railway Ministry is seriously thinking of linking Hubli with Karwar. What I find from the Demands for Grants of the Railways is that the entire outlay which I see is in respect of surveys. As far as the South Central Railways is concerned, the only thing which is of some meaning is

[Shri B. V. Naik]

the traffic-cum-engineering survey for conversion of Hospet-Goa, Londa-Miraj and Alnawar-Dandeli Section from MG to BG. This is an important section for exportation of iron-ore and manganese. The provision that has been made during the current year for this Section is only Rs 6.06 lacs for the purpose of survey. The sanction for the year 1975-76 is zero. They have provided for everything else. I would not be out of context if I quote what a prominent daily like *Deccan Herald* has to write about this. I quote:

"While it is possible for the Central Government to find adequate funds for taking up new projects in other States and completed them on grounds of economic necessity, it is significant that Karnataka should have been singled out for this type of stepmotherly treatment."

This is not an anti-Congress newspaper. This is *Deccan Herald*. It further says:

"And if the raw truth is told, it is apt to be knowingly misconstrued as parochialism and regionalism."

I would like to find politicians from other States as committed to national integration as the people from Karnataka. Then, Sir, the paper says:

"The blame for this"

My friends from UP and Orissa will be able to bear with me.

AN HON MEMBER Almost 75 per cent of the Ministers have come from Karnataka.

SHRI B V NAIK That shows how secular they are. They have still not done anything for the State of Karnataka.

"The blame for this sad neglect of State must, it seems, rest on the State Government and the State

MPs, who have apparently proved themselves ineffective to press the claims of Karnataka for justice. While powerful political personalities in the State of Madras, when Mr Kamaraj was in power, and Maharashtra had their way with the Centre on projects like conversion of the Hospet-Guntakal and Poona-Miraj line, absence of leaders

we pigmies—

".....of equal stature in this State has resulted in even genuine and legitimate demands being cavalierly overlooked by the Union Government. This is clearly a challenge to the leadership of the ruling party in the State."

Sir, now, the elections are coming. I do not know what to say.

If not justice, I would plead with our very knowledgeable Minister, at least have mercy. I wonder, particularly when it comes to the Demands for Grants in respect of the Ministry of Railways with all their very powerful technocrats in seats of power, whether the principle of Parliamentary accountability is ever followed. I have been trying for the last three years to stop at only one station Kanpur for two minutes to meet little children and so on—this comes in my Constituency—I have not been able to succeed for the last three and half years. Government give such sound reasons for not accepting my suggestion; my reason may accept but my conscience will never accept their arguments. You always give very solid reasons which can be proved in a Court of Law, but, it cannot bear any conviction with the people.

SHRI DINEN BHATTACHARYA (Serampore). This time you will get.

SHRI B. V. NAIK; No.

Sir, I am not pleading it in a light hearted manner. I do not want to repeat the arguments. We will be able to save, if the Hubli-Karwar line comes up, foreign exchange to the tune of crores of rupees, which we are spending today for the purpose of diesel traction hauling them over a distance of about 100-150 kms. at a cost of approximately 25 paise per kilometre tonne, while the cost of the railways is one fifth of this, being hardly about 6 paise per kilometre tonne.

Now, from the specific I come to the general. There is another question, Sir. For the last three years . .

MR. CHAIRMAN: Please conclude.

SHRI B. V. NAIK, Sir, I was scuttled at the time of the general debate. I spoke near about eight O' clock. Kindly give me two or three minutes.

Sir, another question which I have been repeatedly asking and which they are not answering is, whether the Railways is a business concern or it is a utility concern. You say either one of this. We have no objection. Are you running it on the basis of cost, profit and loss and return on the investment or are you running it as a utility concern? To my mind, it cannot be both. You are either a man or a woman. You cannot be both. The two are diagonally opposite to each other. The reason why they are not committing themselves is this. The moment they say for the purpose of throwing out some inconvenient proposals which will be coming from the people 'this is a business concern', friends including Maulana Ishaque Sambhali and others to our right—who are actually to the left in politics—will say: 'If we are treating the railways as a business and industrial concern, treat the workers as industrial workers and give them bonus and all the other benefits of a public undertaking'. So at that time, they will say, 'No, no, this is a government department; it is a utility concern; it

is in the interest of the public; you are not industrial workers'. But when it comes to making proposals, when we suggest as utilitarian measures that you do certain things which may cost you a certain amount of money but which will be for the benefit of the people, they retort: 'Are we running a charity shop here in the Railways? .

This is the dichotomy of their approach. I am not quarrelling with their cleverness. But being intelligent is not all. You have also got to be honest. Say either of the two; then we will take a definite line of action.

What have you done for the hilly areas, the remote areas, the forest areas and the backward areas? You give us a railway line. Do not give us any other plan assistance. Give us a railway line. The entire area will develop, the port of Karwar will develop, exports will develop, the hinterland will open up. You are not doing that. If the Planning Commission is puffing an axe on that, I think we will be with the Railway Ministry when it comes to new construction. That does not mean converting this line or that line, or doubling a line or things like that.

Besides these two factors, if at least they are able to plug the loopholes in the railway administration, particularly in regards to settling claims for compensation . .

MR. CHAIRMAN: Please conclude now.

SHRI B. V. NAIK: I have made two principal points. I am not going to go further.

I do hope the Minister will give a sort of clear assurance. Give it before the elections or after the elections. Kindly give us a commitment.

SHRI C. M. STEPHEN (Muvathupuzha): What?

SHRI B. V. NAIK A new railway line It should be a time-bound commitment We do not mind when you say it But kindly tell us when you will give us this line, particularly the Hubli-Karwar line. As far as other lines are concerned, there are more important and more effective people who have already made out a case But in regard to Hubli-Karwar, do not take us for a ride by saying 'We will sympathetically consider it'. Gave us a definite, time-bound schedule by which you will be able to take up and complete the survey, by which you will be able to construct this line Otherwise I think it would be a cry in the wilderness and the principle of parliamentary accountability will have become a big joke

श्री. तारकोन्बर पाडे (सलेमपुर) -
अध्यक्ष महोदय मैं तो बहुत ही सूक्ष्म धोड़ी सी बाने आपके मामले निवेदन करना चाहता हूँ। हमारी जो यह पूर्वोक्त रेलवे है यह मैं श्री मरु पाडे की तरफ से ही बोल रहा हूँ इसमें बड़ी भारीकता है। रात्रि में यात्रा करना बड़ा भयावह है। चोरी और डकैती एक साधारण घटना हो गई है। जब से नई लाइन चलाई है तब से बिना टिकट के यात्रियों की संख्या बढ़ गई है। मैं यह नहीं समझता हूँ कि रेल कर्मचारियों को इसका ज्ञान नहीं है। लेकिन आपकी इस महान संस्था के समय अपने भाव व्यक्त करना चाहता हूँ कि इस पर कोई विशेष ध्यान देने की आवश्यकता है और नियंत्रण करने की आवश्यकता है।

मैं यह कहना चाहता हूँ कि जब से स्व-सहाय हुमा और रेल का विस्तार भी बढ़ा और रेल की क्षमता भी बढ़ी लेकिन हमारे क्षेत्र में इसका अभाव रहा है। इसलिये दो कृपाव आपके सामने रख करता हूँ।

एक बरहज और सलेमपुर गाड़ी इसको ट्रेन कहना मुनासिब नहीं है जो जहा चाहता है रोकता है और जहा चाहता है चढ़ता है। जैसा श्री भारखडेराय जी कह रहे हैं इसको बेलगाडी कहना मुनासिब ही होगा तो इस तरफ ध्यान देने की आवश्यकता है।

दोहरीघाट गोरखपुर रेलवे लाइन की का सरवे हो रहा है। मेरा निवेदन है कि उस के निर्माण को जल्दी हाथ में लेना चाहिए। दूसरी लाइन बनिया-मनियर-बिजयरा रोड है। उस की भी बड़ी आवश्यकता है। उस के सरवे का काम करने की आवश्यकता है। मैं बनाना चाहता हूँ कि फुल्ट बल्ले वार में बनिया-मनियर रेलवे लाइन का सरवे हो चुका था और रेलवे लाइन बिछाई जा रही थी लेकिन युद्ध के कारण वह काम रोक दिया गया। यह बाल 1916-17 की है। इतना समय गुजर गया है। जब उस बाल इस लाइन की उपयोगिता थी तो आज तो उस की सर भी उपयोगिता है। इस लिए मंत्री महोदय को इस तरफ ध्यान देना चाहिए।

एक और लाइन है नवल में तलवाडा ? इस का सरवे हुआ था जहां तक मुझे जानकारी है। मंत्र जी ने यह बचन भी दिया था कि इस का काम होगा। इस लाइन के लिए हिमाचल प्रदेश सरकार ने जमीन मुफ्त दे दी है। इस तरफ विशेष ध्यान देने की आवश्यकता है।

रेल बुधटनाओं के सम्बन्ध में मैं कहना चाहता हूँ कि बरहज के करीब एक बुधटना हुई। मैं वहां पर गया था। मैंने कोई जांच-पड़ताल तो नहीं की, लेकिन मुझे बताया गया कि रेलवे के इंजिनर और गाई गावों मुश्तान है। इजिन का कनेक्शन ट्रेन है कट गया, लेकिन इजिन घागे कटता गया। इजिन गाडी की कटती गई। इंजिन के कनेक्शन यह कि कि इजिन को कट कर दिया।

ले गाड़ी और इंजन दोनों लब्ध गये। जिस को साधारण बुद्धि हो, वह भी सोच सकता है कि इंजन को इस तरह रोकना नहीं चाहिए था। उस दुर्घटना की जच-पड़ताल हो रही है। उस में एक आदमी की मृत्यु हो गई। रेलवे प्रशासन ने उस के परिवार को 500 रुपये भेजे हैं। उस आदमी की तीन लड़कियां हैं, एक स्त्री है और बूढ़ माता-पिता हैं। सरकारी नियमों के अनुसार उन को कम्पेन्सेशन देना चाहिए और कोई काम देना चाहिए। मैं गोरखपुर गया था। मुझे किसी में शिकायत नहीं है। मैं साधारण सहायता चाहता था, लेकिन नहीं मिल सकी। मुझे ऐसा मान्य होता है कि रेलवे कर्मचारियों में मानवी भावना का अभाव है।

दुर्गम दुर्घटना समस्तीपुर की है। वह बड़ी भयानक दुर्घटना थी। उस में कई आदमी मर गए हैं, कई आदमी घायल हो गये हैं और कई आदमी जीवन भर के लिए बेक हो गये हैं। मैं विहग सरकार को धन्यवाद देता हूँ कि उस में कुछ धनराशि मृत व्यक्तियों के परिवारों और घायल व्यक्तियों के निध स्विकार की है। मेरी प्रार्थना है कि रेल प्रशासन को भी इस तरह ध्यान देना चाहिए।

बीमली सहोदराबाई राय (मागर)
महापति महोदय, माननीय सदस्यों ने अपने अपने क्षेत्र की रेलवे की आवश्यकताएं आपके सामने रखी हैं। मैं भी देश के एक बैकवर्ड एरिया, मध्य प्रदेश के सागर-दमोह क्षेत्र में आती हूँ। हमारे रेलवे मिनिस्टर अफ्री-माहव बैठे हुए हैं। मैंने कई दफ्ता उनके सामने अपने क्षेत्र की मांगें रखी हैं, लेकिन वे सुनते जरूर हैं अगर करते कुछ नहीं है। मैंने कई दफ्ता उनसे कहा है कि कनेक्ती मे वरमान, बड़ी देवरी, सागर, बंडा, हीरापुर, छतरपुर और वक्ता तक रेलवे लाइन बना दी जाये, जिससे वहां की जनता को राहत मिले। वहां पर इन सांसदानी नहीं बरता है और इसीलिए वहां बहुत सूख है। थूँक वहां

17 इस समय कोई कार्य नहीं है, इसलिये वहां रेलवे लाइन बिछाना जरूरी है। पन्ना में हीरे-जवाहरात मिलते हैं। अगर यह रेलवे लाइन बिछा दी जाये तो उसका खर्च वहां में पूरा हो जायेगा।

आजकल यात्रियों के लिये रेलवे में चलना बड़ी मुश्किल हो गया है। हमेशा इस बात का खतरा रहता है कि कोई बम या गोली न मार दे। जब हम लोग इटारसी में भोपाल भोपाल में विदिशा, बासीदा से बीना बीना से सागर और सागर से दमोह जाते हैं तो कालेज में पढ़ने वाले स्टूडेंट्स की वजह से हम लोगों की इनती अप्रसन्न हो गई है कि हम गाड़ी में बैठ नहीं सकते हैं। लडके फर्स्ट क्लास के डिब्बे में चढ़ जाते हैं और नाना प्रकार की गालियां देते हैं, खिड़कियां तोड़ते हैं और कई प्रकार से उत्पात करने हैं। ऐसा मान्य होता है कि प्रधान प्रशासन चलाने वाला कोई नहीं है। हम लोगों को जान बचाना बड़ा मुश्किल हो गया है। हमने कई बार रेलवे मिनिस्टर को लिखा है कि वह वहां पर रेलवे सुरक्षा दल की व्यवस्था करें। अगर वहां कोई एक दो सिपाही होते हैं तो लडके उनको चाटा मारते हैं। कंडक्टर और स्टैंडेंट भी कुछ नहीं कर सकते हैं। कालेज के लडकों का इतना अत्याचार है कि नाक में दम हो गया है। अगर रेलवे प्रशासन उचित कदम नहीं उठायेगा तो एम० पी० का यात्रा करना बड़ा मुश्किल हो जायेगा चाहे कोई एम० पी० जनमंडल का हो या सोशलिस्ट पार्टी का। (अवबधान)

हो सकता है कि ये लोग इसमें शराक हो, इसलिये बच जात होंगे (अवबधान)

यही लोग लडकों को भडकाते रहते हैं। जब इनका राज्य होगा तो ये शासन कैसे चलायेंगे? इनको राजनीति करना नहीं आता है। डेढ़ साल के बाद ही उनकी सरकार टूट गई। कांग्रेस के अलावा कोई दल शासन नहीं चला सकता है।

[श्री सहोदरबाई राव]

अब श्री लिपाठी जी रेल मंत्री बन गये हैं। लखनऊ के भादमी का खून बहा तेज होता है। अगर वे उचित कदम नहीं उठायेगे तो रेलवे का प्रशासन ठप्प हो जायेगा। नाना प्रकार की मुडागर्दी, मारपीट, झगडे लूटमार और चोरिया होनी है। अज महिलाएं रेलों में यात्रा नहीं कर सकती हैं। लड़के उनको दिन-दहाड़े लूटते हैं। हासन यह है कि लोग जब चाहे चैन खींचकर रेल से उतर जाते हैं? इसीलिए मन्त्री सहोदर को रेलों में सुरक्षा दल की व्यवस्था करनी चाहिये।

रेलवे में बड़ी घामवनी है। हमने कई बार कहा है कि जहा लाइने नहीं हैं वहा लाइने बिछाई जायें। लेकिन जहा जरूरत नहीं है, वहा लाइनो पर लाइने बिछाई जा रही है।

हरिजनो और आदिवासियों का रेलवे में काम करना मुश्किल हो गया है। अफसर उनको मौकरियों से निकाल देते हैं काम नहीं करने देते हैं और उनका हक नहीं देते हैं। रेलवे में ब्राह्मण ज्यादा है, इसलिए अब हरिजनो और आदिवासियों को भरती कर के उन्हें काम करने का मौक दिया जाये।

कमर्ट क्लास बोटिंग कम में स्त्री महिला को अडमिट रखिये। ऐसा न होने में महिलाओं को बहुत तकलीफ होती है।

मैं ज्यादा बक्त नहीं लेना चाहती। केवल यही कहना चाहती हू कि रेलवे में जो घाघलेबाजी होने लगी है उस में अब तो जीना मुश्किल हो गया है। इसलिए आप इस दिशा में कड़े कदम उठाइए। रेलवे में आधा तो डिब्बा कट कर बैस ही बना जाता है, बाकी में किसी में बिजली नहीं, किसी में दीबली नहीं तो किसी में पानी नहीं। हमें ऐसा भाखूष होता है कि इस रेलवे से तो बैसबाड़ी अच्छी है जिस में हम ऊपर से कुछ छतरी बास कर चढे हैं। बैसग, दी ने भी बराब है हमारी रेलें। इसलिए मैं

आप से कहती हू हमारे सभी साहब तो बहुत दिन के हो गए, इन का तो खून ही बराब हो गया, ये तो सुनते ही नहीं हैं, आप नये हमारे मंत्री आए हैं, नया खून ले कर आए हैं, आप कडा कदम उठाइए जिस में रेलवे का काम ठीक से चले।

दूसरी बात मैं कहना चाहती हू कि हरिजनो और आदिवासी को आप स्टेशनों पर खाने पीने और चाय बर्यरह के ठंके बीजिए। आज तो स्टेशनों पर जो चाय मिलनी है न उस में चाय होनी है न शक्कर होती है, निरा पानी पिलाते हैं। सभी स्टेशनों पर काट्टेक्टर ऐंछा ही करते हैं। तो आप हर एक स्टेशन पर हरिजन और आदिवासी को इस का ठंका दीजिए जिस में कि जनता को और खाने वालो को ठीक सुविधा हो।

बाकी अब सभी लोगो ने बोल लिया, ज्यादा बोलन में कोई फायदा नहीं है। नेक्कर तो सभी दे देते हैं। लेकिन उस में कुछ होता नहीं है। आप इन बातों के ऊपर ध्यान दीजिए और उस के लिए सक्षम कदम उठाइए। रेलवे की इनकी बड़ी घामवनी है उस में लाखों रुपये का बाटा इसीलिए होता है कि कोई देखने वाला नहीं है। बैंगन का बैंगन कोयला जला जाता है। लोग भ्रमा भर देते हैं। और कह देते हैं कि हम ने तो गेहू के बोरे रखे थे। और उस का पैसा रेलवे को देना पडता है। हमारे यहाँ न गर और दमोह में इतना भारा बूख और कोयला बर्यरह जाता है, लेकिन जब तक 8 खाने या इधवा न दो वह भास्ते नहीं है, पडा रहता है। तो उन को आप बोली दीजिए जिस में भास वहां से लव सके और आबासमन भी ठीक तरह से हो।

मैं ज्यादा नहीं बोलना चाहती। मन्त्रई का टाइम है। वहां सूबा पडा है, राजस्व कार्यों की जरूरत है। आप रेलवे के अधिक वहां रहत कार्य कोसिए जिस में लक्क चले।

रेलों में आज जो लट और डकैती होती है उस को बन्द कीजिए। महिलाएं अब रेलों में नहीं चल सकतीं, दिन दहाड़े उन को लूट कर ले जाते हैं। मार कर डाल देते हैं और सामान उठा ले जाते हैं। गाड़ी जहाँ चाहे खड़ी कर देते हैं। इस के लिए आप सख्त कदम उठाइए।

जिन लोगों ने हड़ताल की थी और जो अब घर बैठे हैं, जिन्हें नौकरी पर नहीं लिया गया है, उन का कसूर नहीं था, दूसरी पार्टी वालों ने उनको उकसाया था, वह तो घर बैठे अपनी तनख्वाह ले रहे हैं। और जो हड़ताल में शामिल हुए थे उन के बाल बच्चे भूखों मर रहे हैं। उन को आप काम पर वापिस लीजिए जिस में उन के बाल बच्चे पलें और रेलवे का काम ठीक से चले।

16 hrs.

SHRI P. G. MAVALANKAR (Ahmedabad): I have earlier moved all the 59 cut motions, the notice for which I had already given, and I do not want to dwell on several aspects which are included in those cut motions. Sir, the real question to ask is, whether the Indian Railways are at long last out of the woods. The Railway Minister in his Budget speech on February 20th this year said, and I quote: "The railways are seeing the end of the tunnel. They will now march forward in pursuit of higher physical performance and better financial results." And then the Railway Minister hoped, and he said, that the 1975-76 would be a year of promise, stabilisation and steady growth all around. Now, I would like the hon. the Railway Minister to tell us whether he is able to see any track at the end of the tunnel, and if he sees that track, whether that track is found strong enough on which the railways can operate. If that is so, the House should have the opportunity of knowing what the reality is. I can quite understand that the problems and challenges of our railways are stupendous, the demands from various

sections, the pressures from various sections and the complications involved to run the railways in such a vast country with such tremendous disparities in terms of regional problems and regional demands, I can understand the whole problem. But, Sir, let the Railway Minister not merely end his speech with a note of optimism saying that he has seen the end of the tunnel, but we would like to know what good track is ahead.

The functioning of railways both in terms of administration and operations is naturally constantly under criticism. In one sense, it is natural and in another sense it is welcome because it shows that the railways are giving an evidence of their vitality. It is because they are expanding, it is because they are having more lines, it is because they are having more traffic—passenger as well as goods—and, therefore, naturally more demands, more aspirations, more expectations grow. And in a country of this size, and in this modern technological world in which we live, these expectations are bound to arise. Therefore, I am not worried about the fact that the railways are being criticised. But my concern is whether the operational activities and administration of the railways are going on in tune with the times of today and tomorrow. Some of us have been demanding an overhauling of the railway code. Of course, the experience gained over several decades should be one of our surer guides and whatever is good and valuable in it must be incorporated into the new code. But we should consider whether the India of 1975 and the India of the eighties and nineties deserves very urgently a thorough overhaul and reorientation of the entire railway structure, both in terms of administration and operation. I am not going into the specific question of abolition of the Railway Board. I am on the general aspects. The time is due when the Minister should tell us whether the

[Shri P. G. Mavalankar]

railways will have an overhaul in terms of a radically revised railway code.

The railway budget does, of course, talk in terms of progress, but it does not tell us in convincing detail the Railway Ministry's concern for construction of new lines. Several of our friends, particularly from the south are having a sense of grievance that they are being denied some of the basic railway facilities in terms of new lines etc. While there is a Rajdhani Express from Delhi to Bombay and Delhi to Calcutta, I am sorry there should be no Rajdhani Express from Delhi to Madras. Similarly, Ooty is a hill-station and the second largest health resort in the world. But the train from Madras to Ooty does not have a diesel engine. Why is it that some of these obvious benefits are not accruing to the south? It is true that railways have stupendous problems to face because of the huge size of the country, but it is not good to allow a feeling to grow that only certain sections of the country are being developed and others are neglected. What I said generally about the south is more true of backward areas. If railways are a public utility corporation, as they are, the question of profitability must not become the only major decisive factor, although I do not say it should be completely by-passed. If you want to develop certain backward areas, you will have to take the risk of losing some money initially. Once railway lines are laid in the backward areas, that very fact will step up the economic life in those areas. We should take this risk and go into the unexplored and uncharted areas and take a gamble, which I am sure will prove very successful.

Coming to Gujarat, I will never be tired or repeating some of the major demands. The survey of Bhavnagar-Tarapur railway line, I understand, has already been completed. Successive Governments of

Gujarat have promised the railway administration that whatever losses are incurred initially on this line will be made good by the State Government. If that is so, why cannot the construction of this line be advanced by a few years, especially when Gujarat today is hit by unprecedented drought and scarcity? Then, there is the demand for the conversion of several MG lines into BG, including Delhi-Ahmedabad and Nadiad-Kapadwanaj-Modasa line to be extended beyond Kapadwanaj and converted into BG. If these lines are taken up, I am sure the people of Gujarat will get some relief. And the Central Government will be able to deliver the goods better and in time. After all, when you do certain things, when the people are greatly in need of such assistance and facilities and extra employment, then I am sure, that will be all the more welcome to the people of Gujarat.

Sir, I forgot to mention about the Konkan area. Although it is true that my family are now in Gujarat for the last more than 225 years, we originally came from Konkan. I have had the privilege of visiting that area quite often. It is one of many such backward areas that deserves the construction of railway lines as early as possible. After all, backwardness is not something which is there because of the characteristics and habits of the people. If you give some facilities, certain benefits, provide the infra-structure, then they are bound to progress with the other people of the country.

As far as electrification is concerned, Ahmedabad and Bombay have already gone under electrification. I would suggest that Ahmedabad and Baroda are given four lines in all, in addition to the existing two lines. Electric trains should be operated between Ahmedabad and Baroda so that the heavy traffic between these two places—a distance of 85-90 miles or so—could be covered better and more speedy. This can be done by

having these four lines between the two important places.

As far as punctuality is concerned, I would like that the railways really become more punctual. Of course, the Railway Minister can say, do Indian people have the habit of punctuality? But I would say, although he is right that if trains become punctual, people will be habituated to become punctual. After all, in a developing society, often, it is the administration and the authorities which are to set up an example and the people have to follow it. Take for example, the Tapti Valley line in Surat and South Gujarat. It is known as 'Time Vagarni Railway' in Gujarat. So, in Gujarat, people call it 'T.V. Railway', that means, railway without any time! It follows no schedule and timing.

There is the region of Saurashtra. It had so many princely States with the result that there is some added complication. There are slow trains, and no proper catering facilities among other things. These are the things which are happening. This also deserves a little bit of more attention. There are no diesel engines for mail trains.

As far as catering in the Railways is concerned, it has got to be looked into more carefully.

There are millions of Second Class passengers who are travelling. Merely by converting the numbers three into two, does not make them have more facilities. Therefore, their lot under miserable conditions must be looked into and improved.

As far as reservation is concerned, many bonafide passengers are finding it difficult to get reservation in advance. May I also invite the attention of the hon. Minister concerned to the two-tier and three-tier system? Three-tier system in the second class is exclusively for sleeping. But the two-tier has sleeping-cum-sitting ac-

commodation. There is one difficulty in the two-tier system. As far as second class passengers are concerned, all those passengers who have got two-tier reservation for sleeping, below their berth is a berth which is given for sitting accommodation. During the night, when the conductors go on getting more passengers, because they get bribe from the passengers, the bonafide passengers with sleeping accommodation people cannot sleep. So, two-tier trains must have only sleeping accommodation and not sitting accommodation during the night.

When we have a train from Bombay to Varanasi direct, why cannot we have a direct train from Ahmedabad to Varanasi via Bhopal, Lucknow and Aligarh?

Lastly, I would say that the questions of increasing the operational costs are a great problem before the Indian Railways. I know that the number of employees has continuously increased, and the cost per employee has increased more than double during the last ten years. In 1933-34 the average cost per employee in the railways was Rs. 1389. But now it is more than Rs. 4033. So, obviously the pressure is great. But, in spite of all that if the railways can look into the problems of operational efficiency the problems of over-staffing and economy in the railways, I am quite sure that it will be the beginning of a new era, so far as the railways are concerned.

MR. CHAIRMAN: I have received a note from Shri Samar Guha that he wants to participate in this discussion. The time allotted for his group is four minutes and Shri Limaye has taken 22 minutes. Still, I will try to give him some time.

श्री मुहम्मद इस्माइल (वैरकपुर) :
चेयरमैन साहब, मुझे ज्यादा नहीं बोलना है, मैंने जो कटमोशन ज दिया है उनमें मैंने अपनी तमाम बातों को रख दिया है। लेकिन मैं दो-तीन बातों को खास तौर से इस मौके पर आपके सामने रखना चाहता हूँ। हमेशा से रेलव यह एलान करती रही है—इश्तिहारों के जरिये और एडवर्टाइजमेंट के जरिये—कि पब्लिक-कोऑपरेशन चाहिए—यह एक तरह से परमानेंट स्लोगन बन गया है। जब भी कोई मिनिस्टर इस विभाग में आता है—वह इस स्लोगन को जरूर बोलता है, लेकिन, जनाब, मुझे बड़े अफसोस के साथ कहना पड़ता है और यह मेरा तजुर्बा भी है कि पब्लिक की डिमांड्स को, पब्लिक की ग्रीवन्सेज को इनके यहां बिल्कुल नहीं सुना जाता। आपका एडमिनिस्ट्रेशन एन्टी-पीपुल है, जनता का विरोधी है। इन्होंने एक नीति, एक रास्ता अख्तियार किया हुआ है कि जहां से लोग जिस चीज के लिये कहेंगे, उसके खिलाफ करना है, क्योंकि अगर ये उस चीज को मान लेंगे तो फिर दूसरी जगह के लोग भी वही मांग करने लगेंगे। यही पालिसी मैं आज तक देखता आया हूँ।

मैं एक मिसाल देना चाहता हूँ—आप जानते हैं मेरे प्रदेश में मुह्तलिफ जगहों पर पैसेन्जर्स एसोसियेशन बने हुए हैं, जो लोगों की दिक्कतें रेलव विभाग को बतलाते रहे हैं, लेकिन उनकी सुनवाई नहीं होती। उन्होंने अनेकों बार लिख कर भेजा, लेकिन छोटी छोटी बातों को भी नहीं माना गया। जब वे नाकामयाब हो गये, तो मुझे पकड़ कर कहा कि तुम कुछ कर सकते हो तो करो। मैं भी आज से नहीं, 6 वर्षों से कोशिश कर रहा हूँ, यहां तक कि मेरे यहां एक हाल्ट स्टेशन के लिये सिर्फ मैं ही 6-7 वर्षों से कोशिश नहीं कर रहा हूँ, मुझे से पहले जो उस इलाके से एम० पी० थीं—श्रीमती रेणू चक्रवर्ती जी—वें भी कोशिश करती रहीं, सैकड़ों लैटर्स लिखे, पेट्रीशन्स दिये, लेकिन आज तक हाल्ट स्टेशन

नहीं बना। वहां पर डिस्प्लेस्ड पर्सन्स की बहुत बड़ी पापुलेशन है, वह इलाका डेवलप हो रहा है। क्यों नहीं बनाया गया—इस लिये कि वहां वैगन-क्रकिंग होता है, वह ऐसा जगह है जहां वैगनों को आसानी से खोला जा सकता है और माल को सीधे ले जाया जा सकता है, वहां कोई आदमी नहीं है। लेकिन अब वह हालत वहां नहीं है—वहां आदमी बसने लगे हैं, रिज्यूजो बसने लगे हैं, वहां का डेवलपमेंट हो रहा है—इस लिये वहां हाल्ट स्टेशन होना बहुत जरूरी है। आखिर मैंने यह कहा कि रेलवे बोर्ड एक ऐसा हाथी है जिसको कहने से कुछ नहीं होगा। सब को उठाया जा सकता है, मिला जा सकता है, आर्युमेंट्स दी जा सकती हैं। लेकिन यह रेलवे बोर्ड इन सब बातों को नहीं समझता है। अब तो बेरी जी वहां बैठे हैं—मालूम नहीं इनको भी कुछ समझ में आता है या नहीं। मिनिस्ट्रों ने हम से वायदा किया कि कंसीडर करेंगे, मैं हर वजट पर इस के बारे में बोला हूँ—लेकिन कुछ नहीं हुआ। अब हमारे लोगों ने कहा है कि चीफ मिनिस्टर के पास चलो, उनको भी हम ने लिखा है और उन लोगों का डेपूटेशन चीफ मिनिस्टर के पास ले जाऊंगा—ऐसा तय कर के आया हूँ, देखता हूँ क्या होता है।

पब्लिक कोऑपरेशन की एक दूसरी मिसाल देखिये—हमारे यहां आम्टा रेलवे है—लाखों आदमी उससे आते हैं, यहां गलत गलत वायदे किये जाते रहे हैं, सर्वे हो गया है, रुपया सैंकशन हो गया है, 50 लाख रुपया सैंकशन कर दिया है—लेकिन कोई लाइन नहीं बनी। जनता पूछती है हम से कि क्या होगा? मैं कहता हूँ कि कुछ नहीं होगा। आरा-सहसराम और आमता-हायड़ा लाइट रेलवे जो बन्द हो गई है, उसके लिये रोज टेलीग्राम आते हैं, लोग पूछते हैं कि हम गरीब लोग जो 25 सालों से इस छोटी लाइन पर चल रहे थे इसको क्यों बन्द कर दिया गया। आप ही बतायें कि हम क्या जब्त दें?

मैट्रोपॉलिटन सिटीय में छन्दरघाउण्ड रोड का खनन चल रहा है। लेकिन उसकी क्या हालत है? आप देखें कि एक साल के छन्दर घात ज़बरन मीनेजर बहने। डिपार्टमेंट खादकी बहुत लेवे जाये हैं। मुझे भीने जनरल मैनेजर से इस बारे में मिलना पड़ा। अभी गंगोत्री हाइव ज्वरल मैनेजर हैं, वह कहते हैं कि हम एक साल के निचे हैं। तो छन्दरघाउण्ड रेलवे प्रोजेक्ट के बिचे 250 करोड़ ५० मजूर किया है फिर उसके एक्विनिस्टेशन में सीरियमनीस क्यों नहीं है, यह मेरी सलाह में नहीं आता।

मन्नाबारा हार्मिन्ग स्टेशन के बारे में मैं बहुत कहते थक गया लेकिन उस बारे में कोई बिचार नहीं किया गया। मैं मनी जी के साथ चम्पे के लिये तैयार हूँ। आप खुद चल कर देखें कि बगुन क जगहा की जगह खराब है कि नहीं। वहाँ के मीनबमन वह रहे हैं कि हम मुफ्त काम करने को तैयार हैं, लेकिन इसको हार्मिन्ग स्टेशन जकर बनया जाय। सामान्य बूटा बिह जो वहाँ गये थे, उन्होंने मुझे हल्ला नहीं दी इसलिये मैं उनसे नहीं मिल सका।

श्री. कल्लपति त्रिपथी अब आप काम कीजिये क्योंकि आप 8 मिनट ले चुके हैं।

श्री. कल्लपति त्रिपथी बर्कले कायाप-रेमन की आप बात करने हैं। लेकिन मजदूरों में कितना असंतोष है यह भी तो आपको मानूम होना चाहिए। देखते स्टुडेंट के बाद अभी तक मोर्चों में डिस्कॉन्टेंटमेंट है क्योंकि आप ने उनको पब्लिक सेक्टर के साथ मैरिटी नहीं की उसका वह क्या बोला आगे बुचिबधो न। पांच, पांच हाई कोर्ट स ने फैसला किया कि आप ने जो डिस्मिशन का आर्डर दिया था वह गलत है और आप को कर्मचारियों को पैसा देना होगा। लेकिन वह पैसा भी आप ने नहीं माना। मैं मेबर कौन्सिलिंग कमेटी का सदस्य हूँ, धीरे धीरे मैं राय दी, उस पर भी कोई असर नहीं हुआ। मुझे लगता है कि रेलवे बोर्ड सुप्रीम कोर्ट में जाएगा। अगर आप

ही सुप्रीम कोर्ट में जायेंगे तो प्राइवेट सेक्टर वाले क्यों नहीं जायेंगे? हाई कोर्ट की बात अगर सरकारी डिपार्टमेंट न माने तो थोड़ा बोन मानेगा?

एक एक्सीडेंट हुआ उन्टाहागा स्टेशन पर प्रॉब्लिम मेच से जहल पर कई घायली मार गये हैं। आप जानते हैं क उसकी क्या हकीकत है? पुरान मेल ट्राइबर्स को छोड़ कर जो कि मीनिजर होते हैं, जूनियर इन्डबंस को भेजा जाता है और उन्टाहागा गेमा स्टेशन है कि वह 50 मान से बँसा ही बना हुआ है जब कि टैकिंग काफी बड़ गया है और स्टेशन की बड़गा बना हुआ है जिसमे तजुर्बेकार इन्डबर्स ही खरी उरीक स बाड़ी ले जा सकता है। तीन महीने में दो दो एक्सीडेंट हुए हैं। इसलिये उन्टाहागा स्टेशन क बारे में आप बिचार करें।

2 डाउन कालका-हावड़ा ग्रेन का आपने टाइम बढ़ा दिया है। अब वह दिन्की से 8 बजे छुटती है और साढ़े घाठ बजे हावड़ा पहुंचती है। आप उस पर 5.५० का सरचाज की लेने हैं। यह क्यों मेच है जब कि पहले यह गाडी यहां से 8 बजे छुट कर मुंबई 6 बजे कलकत्ता पहुंचती थी और अब साढ़े घाठ बजे पहुंचती है।

SHRI D. BASUMATARI (Kokrajhar) Mr Chairman, Sir, at the outset, I welcome our new Railway Minister, Mr. Kamalapati Tripathi, whom I know and I respect as one of the national leaders. We are glad and we welcome such a man here as the Railway Minister. I hope, he will try to do his level best to remove disparities in regard to railways.

Now, coming to the eastern zone he is quite new, he may not know what is Assam—I think Assam now Assam, the INTUC President is from Assam; the INTUC President is from Assam and also the AICC President

[Shri D. Basumatari]

is from Assam. Therefore, Assam is known, I am sure. But, that Assam is very backward is not known.

I must tell the hon. Railway Minister how we got the broad-gauge railway line and in what condition we were sanctioned the broad-gauge line from Calcutta to New Bongaigaon. In 1962, when China attacked us, the army people could not go there. Prime Minister Nehru, in spite of the objections raised by the Railway Board and in spite of the objections of the Railway Minister, being inspired by or being objected to by the Railway Board, sanctioned it. Now, the Defence Minister, Sardar Swaran Singh, while he was the Minister of Railways, had to take a long time to agree to this broad-gauge railway line. Only because of that war, this broad-gauge line was granted to us. It has been established only upto New Bongaigaon as an award given by our beloved Prime Minister Nehru.

That is now a missing railway line. What was the object of it? The object was to take it from New Bongaigaon via Jhagigopa to Gauhati to cater the needs of the military in an Emergency. There are several rivers there and bridges on the rivers from New Bongaigaon to Gauhati have been constructed and strengthened so that the broad-gauge line can be extended from New Bongaigaon to Gauhati and from Gauhati to Tinsukhia. But I have heard from reliable source, though the late Railway Minister, Mr. L. N. Mishra, had assured us that this broad-gauge line would be extended and the money has been sanctioned and provided in the budget, it has been cut. I do not know whether the new Railway Minister cut it or the Railway Board cut it.

My esteemed friend, the ex-Minister of Railways who was in the Constituent Assembly with me, Shri Poonacha, used to say, "The Railway Board is so water-tight a compart-

ment that I cannot lay a finger on." If it is so, I ask, whether the Railway Board should exist or not. I have no objection to any Board or anything else. But I want that the Minister should prevail upon them. The Minister must have his say in the railway administration. Therefore, I request our respected friend, Mr. Kamalapati Tripathi and our esteemed friend, Mr. Qureshi, that they should help us in this matter. The B.G. railway line from New Bongaigaon should be extended to Gauhati and Tinsukhia.

Another thing that we have been requesting repeatedly is that there should be one train from Delhi to Gauhati via Farraka Barrage to minimise the time. The late Railway Minister, Mr. L. N. Mishra, had sanctioned it. It is known as the Tinsukhia Express. This is a bi-weekly train. The Railway administration is running it in a half-hearted way. There is no light. The coaches are outmoded and worn out. There is no latrine, nothing of the sort. It is a long-distance train. We have requested them to give a diesel engine in place of steam engine. It is running with a steam engine. At the same time, we have requested them to give a dining car. It is difficult to get food from here to New Bongaigaon. We have been requesting them to give a dining car. That too is refused.

Today, we have submitted a memorandum to them signed by all the Members from the eastern zone, including Nagaland, Manipur, Tripura, etc. We have submitted it just now in the Central Hall and I hope hon. Tripathiji will attend to this application.

There is another thing which I have to mention. Shri Qureshi comes from the same area as ours—a backward area—and he must have some sympathy for us. When we requested just for extension of railway line from Bongaigaon to Gauhati, they

said last time, that it was very difficult. Now they are saying that it is not feasible to have a line just to take from New Bongaigaon to Gauhati because it is very costly; and some time they say that a survey has been made for a second railway bridge from Jogighopa to Pancharatna over Brahmaputra. It is funny that when we asked for just an extension of the broad-gauge line from New Bongaigaon to Gauhati they say it could be very costly and we are sometimes given to understand that they have already made a survey for a second bridge over Brahmaputra. Now it is difficult for us to understand which work they are going to take up—whether they will extend the railway broad-gauge line from New Bongaigaon to Gauhati or the second bridge over Brahmaputra will be opened at Jogighopa with a view to take the said line to Gauhati. We want a clear assurance about the operations; we should not be kept in the dark. This is not a new thing; this is a hope which has been there for a long time since 1962 when we broke out with China. Do you want that there should be a second war with China and then alone we should get the railway line sanctioned for completing the missing line?

The other day I spoke about this in my budget speech also and requested Mr. Subramaniam to allot money so that the line from New Bongaigaon to Gauhati can be extended. I hope to get an assurance from Mr. Kamalapati Tripathi also about this.

श्री अश्वमेध झाड़ सिंह (फरुखाबाद) :
सभापति महोदय, आप ने समय सीमित कर दिया है इसलिये मैं सिर्फ आपने निर्वाचन क्षेत्र के अन्तर्गत जो समस्याएँ हैं उन्हीं तक आपने को सीमित रखूँगा। मैं उत्तर प्रदेश के मेनपुरी और फरुखाबाद जिलों से आता हूँ। वहाँ की स्थिति यह है कि स्वतंत्रता प्राप्ति के बाद आज तक किसी प्रकार का कोई भी विकास कार्य रेलवे का उस क्षेत्र में नहीं हुआ है। विकास की

बान तो जहाँ की तरफ रही वहाँ हमारे यह फरुखाबाद में जो एक डिविजनल आफिस था उसको भी वहाँ में हटा दिया गया है। निकोआबाद-फरुखाबाद एक ब्राच लाइन है। उस पर जहाँ पहले चार गाड़ियाँ चलती थी अब तीन और कभी-कभी दो ही गाड़ियाँ चलती हैं। यह नब स्थिति है जबकि यात्रियों की संख्या बढ़ी है। हमारे उस क्षेत्र के निवासियों को बेहद परेशानी और दिक्कत का सामना करना पड़ रहा है। पहले एक ट्रेन फरुखाबाद में आगरा और दूसरी फरुखाबाद में दिल्ली आती थी। लेकिन पिछले दो-तीन बरस से इन दोनों रेल गाड़ियों को बन्द कर दिया गया है। मेरा सुझाव है और मैंने कट मांगन भी दिया है कि अगर आप दोनों गाड़ियों को चालू नहीं कर सकते हैं तो कम से कम एक तेज़ गाड़ी फरुखाबाद से आगरा होते हुए दिल्ली तक जरूर चालू कर दें।

मेरे निर्वाचन क्षेत्र में मार्ब ईस्टर्न रेलवे की लाइन भी आती है। वह एक बैंगाली एक्सप्रेस अभी चालू की गई है जो कामगंज में एक बहुत मामूली जगह है वहाँ से चलती है। उसको मेरा सुझाव है कि बढ़ा कर आगरा तक कर दिया जाये। इससे हमारे यहाँ में जनता को आने जाने में सुविधा होगी। वह गाड़ी कानपुर तक लगभग खाली जाती है। उसमें जब यात्री चलने लगेंगे तो आपको इससे लाभ भी होगा।

पूर्वोत्तर रेलवे पर एक और एक्सप्रेस गाड़ी चलती है आगरा में लखनऊ तक। वह काफी समय तक आइडल खड़ी रहती है। उसको जयपुर तक बढ़ा दिया जाये।

एक और समस्या है। पूर्वोत्तर रेलवे की जो गाड़ियाँ हमारे यहाँ से हो कर गुजरती हैं उनमें डीजल इंजन अभी तक भी नहीं लगाया गया है। उससे एक तो माल के

[श्री प्रलक्ष्मण राय सिंह]

टिक्कों को खींचने में इठिनाई होती है और दूसरे रफ्तार भी उन गाड़ियों की तेज नहीं हो पाती है। इससे लोगों की सुविधा नहीं मिल पाती है। मैं चाहता हूँ कि इस लाइन पर भी डीजल इंजन लगाये जायें।

भूतपूर्व रेल मंत्री जी की कृपा से एक नयी लाइन की सबसे का काम शुरू हुआ था फर्रुखाबाद, शाहजहापुर, गोला गोकर्ननाथ। यह करीब दो सौ किलोमीटर का टुकड़ा है। यह बहुत बँकबंद और पिछड़ा हुआ क्षेत्र है। मेरी मांग है कि उस सब को पूरा करा कर उस रेलवे लाइन को बनाने की व्यवस्था स्वीकृति दी जाये।

पूर्व वक्ता ने अभी कहा कि गंगा के मैदान में रेलों का जाल बिछा दिया गया है। लेकिन मेरा अनुभव इससे बिल्कुल विपरीत है। 26-27 साल की आजादी के बाद भी जहाँ तक हमारी जानकारी है उत्तर प्रदेश में केवल टुंडवा से एटा तक तीन-चालीस किलोमीटर में केवल एक नई रेल लाइन बिछाई गई है। मेरी जानकारी में कोई नई रेलवे लाइन उत्तर प्रदेश को नहीं मिली है। मेरा सुझाव है कि फर्रुखाबाद-शाहजहापुर होते हुए गोला गोकर्ननाथ तक जिसके सब के लिए बजट में इस सान प्रावधान किया भी गया है, जल्दी सब करवा कर इस रेलवे लाइन की स्वीकृति दी जाये।

बहुत के माधियों ने चोरियो और बिना टिकट वाला और कमचारियों के नैतिक स्तर में तिराबट आने का जिक्र किया है और मैं भी उसके सहमत हूँ कि इनके कारण रेलों को बहुत ज्यादा मुकसान होता है। मुझे पूरी आशा है कि शीघ्रतः कमलापति त्रिपाठी द्वारा रेल मंत्रालय सम्भालने के बाद इसमें सुधार होगा। इससे पूर्व वक्ता बहन ने ठीक ही कहा है कि चेन्नै पुणे और गाड़ियों के डेर से छुटकारा तथा चोरियो के कारण यात्रियों को बहुत असुविधा होती है। मैं

आशा करता हूँ कि मंत्री महोदय इन चीजों पर ध्यान देंगे।

श्री सरजू शर्मा (गाजीपुर) : मैं कुछ सुझाव ही देना चाहता हूँ। रेलों की बहुत आलोचना हो चुकी है। मैं कई बार कह चुका हूँ कि रेलवे बोर्ड की कोई आवश्यकता नहीं है और मैं फिर से कहना चाहता हूँ कि त्रिपाठी जी, जो इस मंत्रालय के नये मंत्री बने हैं कि वह कम से कम इतना परिचर्च तो लाये कि इस मफद हाथी को समाप्त करें। हमारी उनसे हाथ जोड़ कर इतनी प्रार्थना आवश्यक है।

रेल मंत्री (श्री कमलापति त्रिपाठी) : मैंने यह कहा था कि कोई विकास बनाइये।

श्री सरजू शर्मा मेरा यह कहना है कि आप या तो इससे खुद अध्ययन हो जाइये, ब्यूरोक्रेसी के हाथ में इनको रखने की योजना नहीं है।

पूर्वी उत्तर प्रदेश सबसे पिछड़ा हुआ है, वहाँ रेलवे की बड़ी लाइन नहीं है। इसलिए मेरा अनुरोध है कि पूर्वी उत्तर प्रदेश में रेलवे की बड़ी लाइन बनाई जाये।

जब आप मुख्यमंत्री थे, तो गाजीपुर में आपने गंगा पर पुल बनाने की योजना बनाई थी। वह कार्यान्वित ही गई। मेरा अनुरोध है कि बड़ी लाइन से जोड़ने के लिये गंगा पर रेलवे का पुल बना दिया जाये ताकि उस जिले का विकास हो। पटेल प्रायोग ने भी अपनी विफारिश में यह कहा है। मैं समझता हूँ इस पर आप जरूर ध्यान देंगे।

बेलाधीशा मध्य प्रदेश में एक बड़ी लोहे की खान है। वहाँ पर हमारे तमाम भूखंड के लोग नौकरी करते हैं। उनका भाने-जान के लिये वहाँ कोई माधन नहीं है। वहाँ रेलवे लाइन है उस पर मकरो गाड़ी के डिब्बे चलते हैं।

मेरा कहना है कि मऊ रेलवे स्टेशन के पास भारतीय पर कोई ओवरब्रिज बना दीजियेगा। वहाँ गाड़ी की चटौ तक मटिंग होती है जिससे लोगों को बड़ी परेशानी होती है।

रेलवे में चोरी के बारे में माननीय सदस्य कह चुके हैं। लोगों की जान सुरक्षित नहीं है सफर करना बहुत कठिन हो गया है। इस बारे में भी कोई ठोस कदम उठाया जाये।

रेलवे हड़ताल के बारे में जो भी दमन हुआ है, उसकी मैं एक मिसाल आपके देना चाहता हूँ। एक आवामी जिसका नाम बी० क० मित्रा है, वह जलपाईगुडी में थे। एक रेलवे एक्सीडेंट में उनकी मौत हुई। उनकी मौत के बाद भी श्री मित्रा को नौकरी के बरखान्त किया गया है। यह रेलवे बोर्ड की प्रवृत्ति का एक नमूना है। यह मान्य करना चाहिए कि कौन अधिकारी इसके लिये जिम्मेदार है कि मरे हुए आवामी को उसने नौकरी में निकाला है।

आपने आश्वासन दिया था कि रेलवे कर्मचारियों के साथ जिन लोगों ने स्ट्राइक में हिस्सा लिया है उन लोगों में बदले की भावना से काम नहीं लिया जायेगा। मगर सबसे आश्चर्यजनक बात यह है कि आज तक भी उनके बदले की भावना दूर नहीं हुई है। हम बारे में मैं दो नाम नोट कराना चाहता हूँ। एक हैं श्री हजारा मिह दिवली और दूसरा है श्री ए० लाल, कटिहार। इन दोनों को अवकाश में निर्दोष घोषित किया है फिर भी वे दोनों आवामी नौकरी में नहीं लिये जा रहे हैं। आप ने आश्वासन दिया उसके लिये सदन की छोर से आपको बधाई मिली। लेकिन यह काम भी होना चाहिए कि इन कर्मचारियों के खिलाफ भी अपराध सिद्ध नहीं हुआ है इसलिए इनको से वेना चाहिए।

वहाँ एक प्रस्ताव का सम्बन्ध है, जिस प्रकार ईश्वर की सर्वव्यापी कहा जाता है, उसी प्रकार अष्टाचार भी सर्वव्यापी हो

गया है। मगर कम-से-कम अमर तो अष्टाचार नहीं होना चाहिए नाकि देश के लोग अंगुली न उठा सकें। हमारा चरित्र ज्यादा उज्ज्वल होना चाहिए।

मुझे मान्य हुआ है कि गोरखपुर में ए० सी० एम० और ए० श्री० एस० दो इम्प्लान्ट होने हैं रिकॉर्ड क्लास आफिसमें के, जिसमें एम० ए० पाल लड़कों को फेल कर दिया गया है और हाई स्कूल को पाल किया गया है। नारा देम परेशान है। हमारे साथी श्री आरम्भे राय जी ने रेल मंत्रालय को लिखा है और यह भी चेत्तेज करने है कि अगर बचन होगा तो वह पानियामेंट छोड़ने के लिए तैयार है। इसलिये इसकी इन्क्वायरी कराई जाये। (व्यवधान)

अध्यक्ष जी, इन मुद्दों के साथ मैं दो-तीन बातें और कहना चाहता हूँ। बहुत से लोग ने यूनियन का मामला उठाया है। हमारी यूनियन नार्थ-ईस्टर्न रेलवे है। एक ऐसी यूनियन को मान्यता दी गई है जो यूनियन रिकग्नाइज नहीं है रजिस्टर्ड नहीं है। जिसका कोई दफ्तर नहीं है। रेलवे बोर्ड के चेयरमैन श्री जेरी साहब के कुछ काम लीम हैं जिनको वे बनाये रखना चाहते हैं। तो कम से कम इस यूनियन को मान्यता तो दीजिये। जो क्लस आफ प्रोसीजर बनाये गये हैं, उनके अनुसार काम होना चाहिए। इस तरह मैं नहीं कि कुछ आदमियों को रखना चाहते थे इसलिए मान्यता दे दी और किसी को मान्यता न दी जाये। यह तरीका बन्द कराये। रेलवे बोर्ड के लोग, अगर कोई प्रतिवेदन देता है तो वह यूनियन रिकग्नाइज हो या न हो, उसकी बातें सुने। उनको दरकवान्त देने का हक होना चाहिए।

अन्त में एक सुझाव और देना चाहता हूँ। मजदूरी रेलवे स्टेशन है। वहाँ हसनपुर कुसावावा की एक बहुत बड़ी इम्प्लेमेंट लहरील है। उक्त इलाके में बसे बड़े बहुत ज्यादा कास्त होती है। मैं चाहता हूँ कि

[श्री सगू पाडे]

वहा से एक रेलवे लाइन बनाई जाये। वहा की जनता की बड़ी भाग है।

अब रेलवे मंत्री हमारे प्रदेश के आये है। सारे देश के निर्माण के साथ-साथ आज तक हमारे प्रदेश में जो हालत हुई है उसे सुधारने का भी वे प्रयास करे।

मैं अपील करता हूँ कि चूँकि आपने आश्वामन दिया था लेकिन आज तक कर्मचारियों को काम पर नहीं लिया गया है। ऐसे लोगों को छुड़ दीजिए जिन पर हिसा के आरोप हैं लेकिन ऐसे लोग जिनके खिलाफ कोई आरोप नहीं है उनको भी नौकरी पर नहीं लगवाया गया है। मैं नाम मैशन किया है कम-से-कम जो मिदा जी का नाम बताया है उसके बारे में तो जांच कीजिए और गार्-खपुर वाले मामले में तो जांच कीजिए नाकि भ्रष्टाचार को रोक जा सके और न्याय तथा शासन के प्रति लोगों में आस्था पैदा हो।

आज कल हमारे देश की हालत बहुत खराब है और इसमें भी कुछ लाभ हवा देने के लिए बैठे हैं। ज्यादा से ज्यादा बुराईया नलाश करने लोगों का दिमाग खराब किया जा रहा है। ऐसी दशा में हमारा और आपका कर्तव्य और बढ़ जाना है कि इन बाना का दूर किया जाए। रेलवे में लोगों की आस्था पैदा की जाए।

चैन पुलिंग का बहुत ममला चला हुआ है। कोई गाड़ी चलने नहीं पाती है। अगर बनारस में चलना हो तो तीन दिनों का समय निकालकर चलना चाहिए। अगर इंडिया का या 11-अप या किसी दूसरी गाड़ी को चलने नहीं देते हैं। बड़ी बुरी हालत कर रखी है। लाइफ का कोई प्रोटैक्शन नहीं है। इन बानों के साथ मैं अपनी बान समायोजन करता हूँ।

बोई हरी सिंह (बुर्खा) रेलवे बंद पर तथा उसकी भांगों पर कई दिन बहुत तकलीफ में रहस हो चुकी है। मुझे मिले इस बोर्ड समय में, जो उस तकलीफ में, बहुराई में नहीं

जाना चाहता हूँ। मेरे साथी माननीय सदस्य मांग कर रहे हैं कि असम में, गुजरात में, बंगाल में, महाराष्ट्र में लाइनें बननी चाहिए। उनके यहां भी रेलवे लाइन बने लेकिन दूर के स्थानों पर नई लाइनें बनाना तो दूर रहा यहां दिल्ली के बिल्कुल नाक के नीचे, यहां से 40 मील की दूरी पर बुलन्दशहर से दिल्ली आने के लिये कोई सीधी रेल गाड़ी नहीं है। उसकी बराबर मांग हम करते चले आ रहे हैं। यही नहीं, आपको सुनकर ताजुब होगा कि बुलन्दशहर जिले में हजारों की ताबाद में लोग, कर्मचारी यहां दफ्तरो में, बाजारों में और दुकानों पर काम करने के लिये आते हैं। उनको कितनी परेशानी होती है, इसका अन्दाजा आप नहीं लगा सकते हैं। हजारा की ताबाद में कर्मचारी लोग इस बान की मांग करने रहे हैं कि कोई ट्रेन ऐसी बना दे जो इसी काम के लिये हो, जैसे बम्बई में इलेक्ट्रिक ट्रेने हैं जो सीधे बुलन्दशहर मेरठ जाये और दिल्ली आ जाये। इससे थोड़ी तनख्वाह पाने वाला को जिनको मजबूरी में दिल्ली में रहना पड़ता है, उनको भी यहां नहीं रहना पड़ेगा। इससे दिल्ली की आबादी पर जोर भी कुछ कम हो जायेगा और लोगों को एक स्या। पर रहने-सहने का प्रबन्ध रखने की वजह से अपनी गुजर ठीक प्रकार से कर पायेंगे। इस बान की ओर मैं सरकार का ध्यान आकर्षित करना चाहता हूँ।

माननीय श्री कमलापति जी त्रिपाठी और श्री कुंजकुमार महबूब ने इस इलाके से लूब वाकिफ हैं। दैनिक आने वाले कर्मचारियों को कितनी परेशानी होती है, उसके लिये कोई व्यवस्था नहीं है। अगर मोटर चाले, बसे चाले हड़ताल कर दें तो बहुत से लोग यहां के दफ्तरो में नहीं पहुंच पायेंगे। मैं मांग करता हूँ कि दिल्ली और बुलन्दशहर के बीच एक सीधी रेलगाड़ी चलायी जाये।

बुलन्दशहर के पास नरौरा भी है जो बड़ी इम्पोर्टेड जगह हो गई है, जहां पर देश का बड़ा इम्पोर्टेड फैसला लिया गया है। न सिर्फ हिन्दुस्तान में, बल्कि दुनिया में नरौरा का नाम चमक गया है। नरौरा के आणविक शक्ति केन्द्र के बनाने के लिये भारी भारी मशीनें वहां ले जाने की भी जरूरत पड़ेगी। उसके बन जाने पर हर वर्ष हजारों यात्री नरौरा केन्द्र को देखने जायेंगे। अभी भी वहां जाने के लिये सवारी की कोई समुचित व्यवस्था नहीं है इसलिए दिल्ली से नरौरा और बुलन्दशहर के लिये सीधी ट्रेन चलाई जाये। और इस लाइन के बनने व ट्रेन के चलाने की घोषणा इसी अधिवेशन में करनी चाहिये।

माथ ही माथ जो खर्जा का जखन है वह बरल गरिया का जखन है। दिल्ली में पूर्व का आर जान वाली गाड़ी, हावड़ा, लखनऊ या गानपुर का जान वाली हरक गाड़ी खर्जा जखन में होकर जाती है। वहां पर एक लेवन कामग है और वहां पर कोई ओवर ब्रिज नहीं है। सैकड़ा की तादाद में मजदूर किमा। बेल, ठेला और अन्य सवारियों को लिये घटो खडे रहते है। रात के वकन में और भी परशानी वहां पर हां जाती है। ला एड आइर की दृष्टि में यह स्थान अच्छा नहीं है। पिछले दिनों कई घटना इस प्रकार की हुई है। एक स्टेशन क्लर्क को बन्दूक की नोक पर लूट लिया गया, उसके परिवार को, बुरी तरह मारा गया उसका सारा सामान छीन लिया गया। ऐसी परिस्थिति में इस स्थान पर ओवर-ब्रिज का बनना बहुत जरूरी है। जब माननीय कमलापति जी त्रिपाठी रेल सत्री बन तो वहां के लोग कहने लगे कि शायद अब ओवर-ब्रिज अब जल्दी बन जायेगा क्योंकि पब्लिस जी बहुत बार वहां से गुजर चुके है और उन्होंने इस स्थान की बिकसल को स्पष्ट देखा है। अतः खर्जा अवधान पर एक

ओवर ब्रिज तुरन्त बनाया जाये, जिससे इस क्षेत्र के लोगों का कल्याण हो सके।

विद्यार्थियों द्वारा बिना टिकट चलने आदि की जो प्रबलम पैदा का जाती है उसको हल करने के लिये भी एक योजना बनानी चाहिये। महज डेढ़ क डर में या गोली के डर या एकड धकड में स्टूडेंट्स का रेलों में जो गेम चलना है खत्म नहीं हो सकना है। विद्यार्थियों की भी अपनी समस्याये हैं और उनके हल व मोन्यश की अपेक्षा हम में विद्यार्थी करना है। आज के महगाई के समय रोजाना आने व जाने का खर्च रेल किराया बहुत में विद्यार्थियों के बल बूत में बाहर की बात है। हममें विद्यार्थी मजबूर होकर बिना टिकट चलने का माहम करना है। हालांकि विद्यार्थी बिना टिकट चलना स्वयं पसन्द नहीं करना है। इस विकट समस्या के हल किये जाने के सम्बन्ध में एक मुझाव देना चाहना है कि गरीब लाइनों का मरवे करा लिया जाय, जिन पर विद्यार्थी यात्रा करने हैं, और उसके बाद हर एक गाड़ी में दो दो बांगीज एकमक्लूमिबली स्टूडेंट्स के लिये लगा दी जाये। उन के कालेजों के प्रिंसिपल्स की मार्फत यह तय कर लिया जाये कि स्टूडेंट्स को एक नोमिनल किराया मामिक पाम के लिये जरूरी तौर पर देना पड़ेगा। और यह म. म. व. ग. व. बहुत ही थोड़ा हाना च. ह. जब स्टूडेंट्स के लिये अन्य से दो बांगीज होगी, तो वे उन्ही में बैठेंगे, और इस प्रकार आज जो अनुशासनहीनता, मार-पीट, लूट-पाट और चैन-मुलिन बगैरह होती है, वह खत्म हो जायेगी। और अन्य यात्रियों से भी विद्यार्थियों का कोई टकराव नहीं होगा।

जहां तक रेलवे विभाग में जिड्युन्ड काम्प्लेक्स के लोगों की शर्तों का सवाल है, अगर उन लोगों को नहीं लेना होना है, तो रेलवे क अधिकारियों की तरफ से कहा जाता है कि उपयुक्त व्यवस्था नहीं मिल पाये हैं।

[श्री हरी सिंह]

इस बहाने के तहत कुछ बोम्बटस को 'जेनेरल' लोगों के द्वारा भर दिया गया। इस तरह की गिरफ्तारी का मौका नहीं मिलना चाहिये।

जैसा कि मैंने कहा है, बुलन्दशहर जिले से रोखाना हजारों की तादाद में लोग दूसरी और दुश्मनों आदि में नौकरी के लिये आते हैं। उनके लिये सम्बन्धित प्रश्न किया जाना चाहिये। इसलिये बुलन्दशहर में दिल्ली के लिए एक मीठी ट्रेन चलाना जरूरी है।

लखनऊ, लखनपुर, इलाहाबाद और कलकत्ता से दिल्ली आने वाली गाड़ियां केवल खूबों जख्मों पर रुकती हैं। मेरा निवेदन है कि उनका स्टॉपेज और दो तीन जगह और होना चाहिये। और दैनिक यात्रियों का कष्ट भी निवारण होना चाहिये।

मुझे जो पांच मिनट का यह समय रेलवे बजट पर बोलने के लिये मिला है मैं उसके लिये अपना आभार प्रगट करता हूँ और अपनी उपरोक्त मांगों को जल्दी पूरा किये जाने का सरकार में अनुरोध करता हूँ। इन्हीं शब्दों के साथ रेल बजट से उसकी मांगों का समर्थन करता हूँ।

श्री अजय सिंह (हजूरदर) : सभापति महोदय, मेरी हादिक इच्छा थी कि मैं रेलवे बजट पर बोलूँ, लेकिन सम्भव न मिलने के कारण मैं नहीं बोल पाया। आपने मुझे रेलवे में सम्बन्धित अनुदानों की मांगों पर बोलने का अवसर दिया है, इसके लिये मैं आपका आभार करता हूँ।

रेलवे मन्त्रालय में रेलवे के जब भी कोई खर्चा होती है, तो स्वर्गीय रेल मन्त्री, श्री लालत नारायण मिश्र, का स्मरण हो जाना स्वाभाविक है। भारतीय रेलों की प्रगति के लिए हुआ उनका बलिदान देश के इतिहास में हमेशा याद किया जाता रहेगा। मैं स्वर्गीय लालत बाबू के अंशदानों के लिए आभार व्यक्त करता हूँ।

रेलवे की महान् सेवा, प्रधान मन्त्री, श्रीमती इन्दिरा गांधी, ने रेल मन्त्रालय का भावी बोझ माननीय श्री बिपाठी के सङ्कलित कंधों पर डाला है, और उन्होंने अपनी प्रखर बुद्धि से देश की मज्ज को देख कर, जिस सज़ा-बूझ के साथ प्रत्यन्त समर्थानुकूल सन्तुष्टि, समाज-वादी और मानवतावादी बजट पेश किया है, उसके लिए मैं उनकी सराहना किये बसैर नहीं रह सकता हूँ।

श्री बिपाठी ने यह रेल बजट भववान् बुद्ध के महान् मिथान्त "बहुजनहिताय बहुजन-सुखाय" पर आधारित किया है। किराया नहीं बढ़ाया गया है, यह एक बहुत बड़ी बात है। देश की जनता को विशेषकर माध्याम जनता को, हमसे बहुत बड़ी राहत मिली है, और इस लिए देश की जनता रेल मन्त्री के प्रति बहुत आभारी है। कुछ आइटम्स को छोड़ कर पाल-भाड़े में भी कोई बृद्धि नहीं की गई है, यह भी बहुत बड़ी बात है।

मैं कुछ ऐसे मुद्दों पर प्रकाश डालना अपना कर्तव्य समझता हूँ, जो रेलवे में कोई का काम कर रहे हैं। रेलवे में खोरियाँ बहुत होती हैं—मोटो, इस्पात और कोयले की खोरी होती है। मैंने यह कहने के लिए मजबूर होना पड़ रहा है कि इन खोरियों और इकतियों में रेलवे के रखक धार० पी० एफ० और जी० धार० पी०, की भी मिली-भगत होती है। बूक से मुम्बई से अपनी इप्टी का अंजाम नहीं देते हैं, इसीलिए इस प्रकार के कांड होते हैं।

रेलवे में सिद्धपूत कामेट्स और सिद्धपूत ट्राइब्स के कर्मचारियों और अधिकारियों की संख्या में कमी है। मैं मन्त्री महोदय से यह विनयास रखता हूँ कि उनके आगे के बॉर्डर के जीवित सर्वहारा वर्ग के लोगों की रेलवे की नौकरियों में पूरा रिप्लेमेंटेशन मिलेगा।

रेलवे बॉर्डर को मैं 'मजदूर-जीतावादी' का प्रतीक समझता हूँ। बहुत से सामग्रीय सर्वहारा वर्ग के लोगों को रेलवे बॉर्डर की नौकरियों में

की है। मैं इसकी गहराई में नहीं जाना चाहूंगा, लेकिन मैं यह बतलाना चाहूंगा कि समय रहते इसमें सुधार किया जाना चाहिए।

सैन्य प्रथा का मैं विरोधी हूँ। इसको भी समाप्त किया जाना चाहिए।

जैसा कि फ़्लेन्सबाद के माननीय सदस्य, श्री भवभोगचन्द्र सिंह, ने कहा है, वैशाखी एक्सप्रेस पूर्वोत्तर रेलवे में कामगंज जंक्शन तक धाती है, उसको आगरा तक भवस्थ बढ़ाया जाये। पूर्वोत्तर रेलवे में कोई बड़ी ट्रेन नहीं है। इसलिए इसकी दमन बनी आवश्यकता है।

मैं अपने क्षेत्र की समस्याओं पर प्रकाश डालकर अपने धायण को समाप्त करूंगा। घाठ नौ महीने पहले मुझे जापान जाने का मौका मिला। वहाँ रेल गाइडिया 400 किलोमीटर प्रति घंटा की रफ्तार से चलती है, लेकिन हमारे देश में ऐसी कोई गाड़ी नहीं है, जो 100 किलोमीटर प्रति घंटा की रफ्तार से भी चलती हो। मैं रेल मंत्री से चाहूंगा कि रेल-गाइडियो की रफ्तार बढ़ाई जाये और उनको समय पर चलाया जाये। वैसे, मन्त्री महोदय के आने के बाद हमें काफी सुधार हुआ है।

घाटीनग क्षेत्र की बहुत समस्याएँ हैं। श्री नीरव बहा के रहने वाले हैं और श्री कुरेनी को निजाम-दीला घाटीनग में हुई है। वे वहाँ की समस्याओं को अच्छी तरह से जानते हैं। जब मैं मैं लोकसभा में आया हूँ, मैं यह माँग करता हूँ कि घाटीनग में रामदास आसिन और जो० टी० शंकर आसिन पर घोषणा किया जाये। वे दोनों सुदारी आसिन हैं। आये-गिन
LS-12

वहाँ घुबटनायें होती रहती हैं। कुछ दिन पहले की बात है कि टीकाराम गर्ल कालेज की एक 16 वर्षीय छात्रा कामिंग को पार कर रही थी। वहाँ उसकी चप्पल तार में अटक गई। उसी समय अप्पर इण्डिया एक्सप्रेस आ गई, और वही पत्र उसकी मोत हो गई। जब से मैं लोकसभा में आया हूँ, तब से अनेक बार मैंने इस समस्या के बारे में कहा है, लेकिन मेरी बात पर कोई तबज्जुद नहीं दी गई है। मैं चाहूंगा कि इन दोनों कामिंग पर ओवरब्रिज बनाये जाये और आये-दिन की इस तरह की घटनाओं को रोका जाये।

हाथरस जंक्शन और हाथरस किला के बीच में एक छोटी सी रेनगाड़ी-स्टेशन-चलती थी वह मुझ से बन्द पड़ी थी। श्री बिपात्री ने उसको पुन चालू करवा दिया है, उसके लिए मैं उनका शुक्रनुजार हूँ।

हाथरस एक औद्योगिक केन्द्र है, बड़ा नगर है और व्यापारी लोग वहाँ रहते हैं। लेकिन मुझे अक्सर के साथ कहना पड़ता है कि सैकड़ क्वास में स्पीयर और फ्रंट क्वास का रिजर्वेशन वहाँ नहीं होता है। मेरा निवेदन है कि मन्त्री महोदय इस तरह ध्यान दें और हाथरस सिटी और हाथरस जंक्शन में घप और डाउन गाइडियों के लिए रिजर्वेशन की व्यवस्था करें।

सभापति महोदय, मैं आपके प्रति पुनः आभार प्रकट करता हूँ और उम्मीद करता हूँ कि मन्त्री महोदय मेरे इन बन्द सुझावों पर और करेंगे और उनको कार्यान्वित करने की कृपा करेंगे।

16.48 hrs.

STATEMENT RE. INCIDENT AT ALLAHABAD HIGH COURT

MR. CHAIRMAN: The hon. Home Minister.

THE MINISTER OF HOME AFFAIRS (SHRI K. BRAHMANANDA REDDY): Sir, A short while ago, the House on the motion moved by the Minister of Parliamentary Affairs unanimously passed a resolution in the following terms —

"The House unanimously condemns the reported attempt to carry arms into the court where Prime Minister had to give evidence and desires that sufficient security arrangements be made both inside and outside the Court to ensure the safety of the Prime Minister"

All sections of the House rightly gave expression to their anxiety and concern regarding the security of the Prime Minister. I may be permitted to associate myself wholeheartedly with the sentiments expressed in the House. I feel I owe it to the House to share with the Members the meagre information we have been able to ascertain on telephone from the Government of Uttar Pradesh. The Government of Uttar Pradesh have made elaborate arrangements for the security of the Prime Minister at Allahabad, in consultation with and with the full cooperation of the High Court of Allahabad. The High Court had decided to restrict the entry into the courtroom only to the members of the Bar and the Press. The Bar Association of the High Court was to issue passes to members of the Bar. The Directorate of Public Relations was to issue passes for the representatives of the Press. One, Shri Govind Mishra, Editor of a journal called 'Srivijaya', was arrested this morning at about 9.30 A.M. on being found in possession of a country-made pistol and three cartridges. Shri Mishra had tried to obtain a pass yesterday from the Registrar of the High Court but it

was refused. A case under the Arms Act has been registered and is being investigated. Since the senior officers at Allahabad continue to be busy in connection with the arrangements for Prime Minister's security, it has not been possible for Government of Uttar Pradesh to collect further information on the subject. Detailed instructions already exist as regards the arrangements to be made for the security of the Prime Minister during her tours and travels in the country. The State Governments concerned have been making all the required arrangements according to instructions whenever the Prime Minister visits any part of a State. I would like to assure the House that security arrangements both inside and outside the court in the present context have been made and no effort would be spared in ensuring the full safety of the person of the Prime Minister.

श्री नरसिंह नारायण पांडेय (गोरखपुर)

क्या माननीय मंत्री जी इस बान पर विचार करेंगे कि यह जी पास ईप्पू किया गया या जो पास दिया गया मोबिन्द मिश्रा को यह किस की इजाजत से दिया गया ?

एक माननीय सदस्य : नहीं दिया गया ।

श्री नरसिंह नारायण पांडेय : मैं यह जानना चाहता हूँ कि जब वहाँ पर सेक्योरिटी का इन्तजाम है और डाक्टर वहाँ पर कैसे हुए हैं, वह सेक्योरिटी बेक करने के बाद मौकों को उनके पास कि एन्ट्री पास होता है उनको अन्दर जाने देते हैं कबरे के, तो वह वकील का नवाचा पहले हुए कैसे अन्दर चुस गए और जब अन्दर चुस गए, अन्दर वहाँ पर डिटेक्टर न होता और बिजली काट दी गई होती तो बाब यह ईंजीनैट हो जाता, इसलिए वह क्या करता है कि बिजली सेक्योरिटी का अरेंजमेंट प्राइम मिनिस्टर के लिए होता चाहिए वह अरेंजमेंट काफी नहीं है । मैं आपसे जानना चाहता हूँ कि क्या उत्तर प्रदेश की सरकार के अन्दर ही आप द्वारा सेक्योरिटी का इन्तजाम करने का यह

हैं वा मन्त्र्य केन्द्रीय सरकार का जो सबसे परि-
पक्व विभाग है जो कि डिप्टी क्लर्क और सारी
बीबी के बारे में अच्छी तरह से जानता है,
उस विभाग के उच्च से उच्च अधिकारी को
आप जब तक प्रधान मन्त्री का बयान होता है
तीन रोज तक तब तक के लिए वहां भेजेगे
और उनकी सेक्योरिटी की पूरी व्यवस्था करने
के सम्बन्ध में इस सदन को आश्वस्त करेंगे ?

17 hrs.

प्रो० नारायण चन्द पाराखर (हमीरपुर) :
सभापति महोदय, आज हिन्दुस्तान यह जानना
चाहता है कि यह गोविन्द मिश्रा कहा के रहन
वाले हैं और क्या उनका कोई पोलिटिकल
एफिलिगेशन है या नहीं ? जिस अखबार का
वह पब्लिश कर रहे हैं उसका प्रिन्टर पब्लिशर
और एडिटर बयैरह कौन है ? यह बहुत
इम्पार्टेंट डीटेल्स हैं । इस पर सारा दश उन्नेजिन
है । हम यह जानना चाहते हैं कि प्राइम
मिनिस्टर ने अपनी जाक मन्ना में जिस रिहर्सल
की तरफ इंगारा किया था क्या यह उसकी
कड़ी नहीं है ? इसके साथ ही यह अखबार
बनाने का काम ये कि तने घरने में कर रहे हैं
और हमने किस तरह के ब्याप्तात का इस्तेमाल
किया जा रहा है, यह होम मिनिस्टर साहब
बनाएं क्योंकि हाउस को इस सम्बन्ध में बड़ी
चिन्ता है ।

SHRI K. P. UNNIKRISHNAN
(Badagara): Sir, I would like to
know through you whether the Bar
Association of Allahabad High Court
and the Directorate of Public Rela-
tions would continue to be in charge
of issuing passes? If so, I would
consider it to be a grave negligence
on the part of the U.P. Government
or those authorities which are in
charge of Prime Minister's security. If
after this incident they are permitted
to issue passes I would appeal to the
Home Minister to stop and change
this procedure. I am also wondering
whether she cannot give evidence
from Delhi where adequate prepara-
tions can be made.

SHRI N K P. SALVE (Betul): Sir,
in view of the very limited time at
the command of the Home Minister
it is obvious that he could not gather
more information than what he has
gathered but he has shared to concern
of the House and of the entire coun-
try on the incident that has taken
place. I hope we will have more in-
formation about it tomorrow. But
that is not enough. This House has
some more responsibility.

What is happening in Allahabad is
not a tamasha. This is being converted
into a regular tamasha.

This is most unfortunate. Some of
the Opposition Members wilfully
are party to this. (Interruptions).

Please sit down. I cannot be brow-
beaten by you.

SHRI SHYAMNANDAN MISHRA
(Begusarai): Why should he import
political controversies into this? (In-
terruptions).

SHRI NORUL HUDA (Cachar).
This matter is a concern of the whole
country. (Interruptions).

SHRI N K P. SALVE: I repeat
not once, but, one hundred times.

That is the truth. (Interruptions).

Sir, I must be allowed to complete.

सभापति महोदय मिस्टर सल्वे, आप
जानते हैं कि हाउस ने एक जुबान होकर के इस
बीबी को कब्जे किया है । मैं समझता हू कि जो
एक अच्छा ऐटमास्फियर इस सदन बीबी को
कब्जे करने में बना है, आप तो इतने समझदार
और लीजन हमारे हाउस के प्रमनाज मेम्बर
हैं, मैं उम्मीद करता हू कि वह ऐटमास्फियर
आप पार्टीम्बु ज्योने ।

श्री नरेन्द्र कुमार सल्वे . आप न जा फर-
माया वह सर आखों पर है । मैं यह नहीं कह
रहा हूँ । मेरा वह कोई धावोप नहीं था कि
अपोजीमन बात ऐसी चिन्मयी बात के लिए

[श्री नरेश कुमार साल्व]

कभी कोई काइट करेगा। मैं जो चीज धर्य कर रहा था वह कोई और बात है। अपोजीशन के जो मेम्बर हैं, जो सीटर्स हैं उनको भी इस बात में सहयोग देना चाहिए...

एक माननीय सदस्य : दिया है हाउस के अन्दर।

श्री नरेश कुमार साल्व : मेरा आप से निवेदन यह है कि अगर इस तरीके से जो वहाँ पर एक भयंकर जहरीला वातावरण पैदा हो गया है और यह तमाशा समझ कर चला जा रहा है... (अवधान)... मेरा आप से निवेदन है कि वहाँ के चीफ जस्टिस... (अवधान)।

My submission to you and to the Home Minister is ... (Interruptions).

I am not one of those who ever make any wild allegations I am not one of those who ever use invectives But, the Opposition leaders should not also lose their patience and should show respect to what we have to say in the matter. I am not casting any aspersion on the Opposition leaders who have gone there. But, do they not carry any responsibility on their heads?

SHRI SHYAMNANDAN MISHRA : About what? About going there? They are within their rights. The entire House is condemning the incident with one voice Please do not poison the atmosphere by importing political controversies into this.

SHRI N. K. P. SALVE: My submission, therefore, is that if the proceedings in that Court are not to be reduced to a tamsaha and in view of what has happened today and in view of the difficulties that had arisen because of the inadequate security arrangements at the hands of the Chief Justice and the local authorities, may I request the Home Minister to restrict the entry strictly to only those whose presence is necessary for the purpose of the conduct of the cross examination and nothing more?

श्री सारबन्धे राय (बोली) : सभापति

महोदय, मैं आप के जरिए गृह मंत्री से एक बात की प्रार्थना करना चाहता हूँ कि यह सही है कि प्रजातन्त्र के मूल्यों का धारण करके प्रधान मंत्री स्वयं इलाहाबाद हाईकोर्ट बयान देने के लिये वहाँ गईं, सारे देश में उसकी प्रशंसा की। लेकिन अब इस वाक्य के बाद मेरा अपना सुझाव है और मेरी प्रार्थना है सरकार ने कि उनकी गवाही वहाँ इलाहाबाद में न हो, बल्कि जो पहले होना चाहिए था कि उनको गवर्नर की कमीशन पर हस्तक्षेप में ही लाया जावे, वही अब को जाय। जा हो गया वह हो गया। आगे उनको वहाँ प्रयाग में रोक रखना उचित नहीं है। हाईकोर्ट जजों ने जो निम्ननीय काम किया है कि प्रधान मंत्री जी का बयान कमीशन पर न लेकर उनको वहाँ बुलाया। मैं यह साबित चाहता हूँ कि जांच पड़ताल में इस बात को भी देखा जाय और जांच की जाय कि कोई हाईकोर्ट का बड़ा जज तो इस भीषण तथ्यन्त्र में शामिल नहीं है या कोई बड़ा एडवोकेट तो शामिल नहीं है।

श्री हुकम चन्द कछवाय (मुरैना) : सभापति जी, माननीय साल्वे जी को यह पता नहीं है कि सारे हाउस ने सर्वे सम्मान से एक प्रस्ताव पास किया है। वह इस प्रकार का वातावरण पैदा न करे जिससे फिजा खराब हो, जिससे गलतफहमी पैदा हो। मैं चाहता हूँ कि जब तक गवाही चलती है—मन्त्री महोदय पूरी जानकारी प्राप्त करके सदन को बनायें, कि इसमें क्या प्रवृत्ति हुई है, क्या तथ्य सामने आये हैं। सदन को मान्य होना चाहिये कि इसके पीछे वास्तव में किस का हाथ है।

SHRI SAMAR GUHA (Contai): This House has expressed its unanimous concern and anxiety about the incident that has happened and I think there are no two opinions in this country that if there is any attempt made, as it has been reported, no words can be spared to condemn it. It is unfortunate that a lawyer friend like Salve. (Interruptions). I know how to use words. A lawyer friend like Salve should not use the word

'tamasha', because taking advantage of the freedom in this House, it is attacking the very fundamental character of our judiciary. The proceedings of a court are not a 'tamasha' (Interruptions).

The second point is this The Prime Minister is courageous enough She has shown her courage even after that dastardly murder of Shri L N Mishra in attending so many public functions without caring for that

AN HON MEMBER What?

SHRI SAMAR GUHA But to say that you will give a directive to the court who will be allowed, who will not be allowed, whether the proceedings should be in Delhi and not there this is not the jurisdiction of the legislature. The judiciary has its own independence and its own discretion. We should not express that kind of opinion here. It is up to the Government of UP as also of the Central Government because the Prime Minister's security being involved, all kinds of security measures should be taken, should have been taken—I think they have been taken—in regard to the security of the Prime Minister. While we express our concern and anxiety, we should not, in any way, impinge on the freedom, dignity and honour of the judiciary also. By appearing before the court the Prime Minister has not graced it; rather in her sense and conscience she has acted according to the obligations that are enjoined upon the Prime Minister as well as any citizen of the country.

Therefore, I again humbly appeal to all of us let us unanimously express our concern and also say that all security measures should be taken. Let us be unanimous in this.

SHRI B V. NAIK (Kanara). I would make only one valid point. From time to time, the question of the cost of the security arrangements is raised—I am not casting any aspersions—in regard to the person of the Prime Minister. I think Shrimati

Indira Gandhi for the country; Prime Minister for the Government and leader of the House for this august House is too precious to be measured in terms of the cost of security arrangements in rupees annas pias. Therefore, cost should not be a consideration in making the security arrangements for the Prime Minister.

SHRI DINESH CHANDRA GO-SWAMI (Gauhati). We have all taken note of the fact that the entire House has shown concern at the incident. We on this side also want to assure our friends of the Opposition that we are not at all interested in making any political capital out of this issue. I feel what Shri Salve said was probably misconstrued by them. Shri Salve said that the court's proceedings should not be rendered into a 'tamasha'.

In spite of all the assurances from the Home Minister, doubt has crept in our minds that in spite of all the precautions and security measures you have taken, whether there are still some loopholes. The hon Home Minister has not indicated in his statement but Press reports say that the man was apprehended, when he was trying to enter the court room, through a metal detector placed at the entrance. It showed the presence of metal in his body. Only persons who have some authority to enter the room will go through the metal detector, not all persons. I should like to know, if not today at least tomorrow, whether this was the procedure, whether all persons were not to pass through the metal detector, only those persons who had the authority to enter the room were allowed to go into the room where the metal detector was placed. This creates apprehensions in our mind that probably the precautions may not be sufficient in view of that, would the Prime Minister be allowed to be examined on commission or not? It is not for us here to decide it but a prayer can be put in on behalf of the Government that in view of this incident, her evidence should be taken on commission.

(Shri Dinesh Chandra Goswami.)
If such a prayer is made there could not be any objection. Will the Government take note of the view prevailing in the House and make such a prayer in the court? That is what I want to know

श्री स्वामी ब्रह्मानन्द जी (हमीरपुर) :
सभापति महोदय, यह बहुत ही दुखपूर्ण घटना है, देश के लिये लज्जा की बात है । मैं तो इस के लिये जजों की निन्दा करता हूँ, क्योंकि उन्होंने कहा था कि यहाँ बयान लिये जायेंगे और उस में हर आदमी आ सकेगा । जब भी मैं इन की आलोचना करता हूँ तो लोग मेरी तरफ देखते हैं । ये हमारे बनाये हुए नहीं हैं, ये अंग्रेजों के बनाये हुए हैं—इस लिये मैं इन जजों की घोर निन्दा करता हूँ । यदि इतनी बड़ी घटना हो जाती तो फिर क्या होता । मैं उन से यह आग्रह करता हूँ कि क्या यह काम यहाँ दिल्ली में नहीं हो सकता था । यह कहाँ तक ठीक है—अगर कोई प्रधान मंत्री के खिलाफ मार-पीट के झगड़े के मुकदमे लगा दे, तो प्रधान मंत्री इसी काम से घमसा रहे—इस तरह से देश की गाड़ी चलेगी ।

मैं सब से ज्यादा निन्दा इस बात की करता हूँ—हमारा एक आदमी बलिदान हुआ, उस पर बम फेंका गया, इस तरह का वातावरण जिन लोगों ने बनाया है, हिंसा का वातावरण फैलाया है, उन का पता लगा कर उनको गिरफ्तार कर लेना चाहिये हथकड़ी डाल देनी चाहिये । वरना हमारे अन्दर भी शक्ति है, हम भी क्रान्तिकारी लोग हैं, हम गांधीवादी नहीं हैं, अगर ये हरकतें की गईं तो हम बरदाश्त नहीं करेंगे । इस लिये मैं आग्रह करना चाहता हूँ कि वहाँ से इन्दिरा जी को शीघ्र बुलाया जाये और यहाँ पर बयान लिये जायें ।

SHRI VASANT SATHE (Akola):
I want to know only one thing from the Home Minister. He said just now that passes were being issued to the

Pressmen and to the lawyers through the Bar Council. A pass was refused according to the Home Minister to this Mr. Govind Mishra.

SHRI K. BRAHMANANDA REDDY: Refused.

SHRI VASANT SATHE: Was it issued or refused?

MR. CHAIRMAN Refused.

SHRI VASANT SATHE: If it was refused, I would like to know how Shri Govind Mishra entered the High Court.

Secondly, it is reported that he had put on the cloak or the gown of a lawyer. There again, merely putting on a gown was of no use because the Bar Council, according to your, had issued passes. Was there a pass issued by the Bar Council to Shri Govind Mishra, or did he use somebody else's pass? This information is also very important.

Therefore, we would like to know firstly, as my hon. friend asked, he made an entry up to the metal detector because the metal detector would come only last. So, I am not *prima facie* satisfied with the explanation or information given by the hon. Minister that security arrangements were adequate. Therefore, will you please ensure and assure this House that security arrangements will be made for the remaining two days that the Prime Minister is likely to be interrogated in the High Court?

SHRI SHYAMNANDAN MISHRA (Begusarai): Rightly, in keeping with the traditions of this country and of this House, there has been universal concern felt over this unfortunate incident, and equally there has been universal condemnation of this tendency that seems to be manifesting itself on quite a few occasions in this country. But I would not like to criticise the arrangements made in the Court because we also might be exposing ourselves to some such criticism as some persons come to the galleries of the House also with explo-

sives and weapons, and we are all exposed to danger, not only the hon. Members on the Treasury Benches.

SHRI NARSINGH NARAIN PAN-
DEY: Don't try to minimise it.

श्री शशि भूषण (दक्षिण दिल्ली) :
तभी साहब ने ठीक कहा था कि आप
इस ढंग की हिंसात्मक कण्डीशन्स क्रीएट कर
रहे हैं। वह एक ही चेन है, अलग अलग नहीं
है।

SHRI SHYAMNANDAN MISHRA:
Would we criticise the Chair if some
persons come into this House with
explosives and weapons- I will,
therefore, not criticise the arrange-
ment in the Court. It is the Court's
responsibility to see, and so far as we
have been able to learn from the
newspaper reports the Court did take
all possible care to ensure. (Interrup-
tions).

DR. HENRY AUSTIN (Ernakulam):
If the Court had arranged, how did
this happen? That is why we are
concerned. The arrangements were not
fool-proof. We want fool-proof ar-
rangements.

SHRI SHYAMNANDAN MISHRA:
The whole question is that we have
to put ourselves on the same footing
as the hon. Court.

AN HON. MEMBER: No.

SHRI SHYAMNANDAN MISHRA:
I will recall to the hon. Members
that on many occasions we have seen
people coming to this House, to the
galleries, with very dangerous wea-
pons and explosives.

However, the point is that we
would not like that any statement re-
flecting on the whole incident or try-
ing to interpret the incident in a
particular manner should be made in
this House.

We really do not know. We even
now do not know whether there was
only one target of intended attack
or there were other targets also. The
life of the Prime Minister is indeed
very valuable. She happens to be the
symbol of the entire country. But
let us not forget that the life of the
judge is also very precious. (Inter-
ruptions).

श्री शशि भूषण : अब यह एक कांस्प्रेसी
पता चल रही है कि इस के पीछे कौन लोग हैं।
सभापति जी, यह पता लगा रहा है कि इ
साजिश में कौन हैं। (व्यवधान)

DR. HENRY AUSTIN: On a point
of Order. Mr. Mishra was saying that
there could be some other targets. If
that could be, then he had identified
the other targets. I was then wonder-
ing whether the judge was there only
for today or yesterday, The judge
will be there tomorrow also and for
all the time to come. How can he
bring in such a minimised situation?
(Interruptions).

श्री रामावतार शास्त्री (पटना) :
मिश्रा जी मालूम होता है कि कांस्प्रेसी की
बात जानते हैं इसीलिये यहां यह बोल रहे हैं।

SHRI SHYAMNANDAN MISHRA:
The whole point is, at this stage I
would not like to interpret the inci-
dence in a particular manner (Inter-
ruptions).

श्री शशि भूषण : बड़ी धूर्तता की
है।

श्री श्यामनन्दन मिश्र : इस में धूर्तता
की क्या बात है ?

SHRI VASANT SATHE: Mr.
Mishra wants to suggest an alibi to
the accused.... (Interruptions).

SHRI SHYAMNANDAN MISHRA:
That won't deter me from taking an
objective view.

(Shri Shyamnandan Mishra)

Here the presumption in the given circumstances might be that it was directed against the Prime Minister, and the hon Members from the other side and from this side have rightly suggested that all possible care should be taken to ensure security to the person of the Prime Minister. But what I am trying to point out to them is that in that process enough care should also be taken, when the atmosphere is surcharged with this kind of tension and with this kind of evil tendency, to ensure security to the judge and other leaders also who happen to be there (Interruptions)

श्री नरसिंह नारायण पांडे : ये पैरोकार हैं। वहाँ पैरवी नहीं कर पाए और यहाँ कर रहे हैं।

श्री श्यामनन्दन मिश्र : हम कोई तंगी बात नहीं कर सकते हैं जैसी ये लोग किया करते हैं। ममस्तीपुर की ब्लास्ट का क्या हुआ, भ्रज बाने पता चल रही हैं। प्रधान मंत्री साहिबान ने क्या कहा था ? हम बीसी बान नहीं करते हैं। मैं इसको छोड़ना हूँ और सवाल करत हूँ।

होम मन्त्रालय ने राज्य मन्त्री (श्री मुहम्मद ज़ाकी कुरैशी) आपन खद ही कहा है कि जब ने पूरा इंतजाम किया था हिफाजत का। फिर आप फरमा रहे हैं कि जज का खुद अपनी जान का खतरा था। परन्तु न, की बात आप क्यों करत हैं।

श्री श्यामनन्दन मिश्र : इलावा की तरह बान करना हम नहीं जानते हैं। मब'न यह है कि हमन यह कहा है कि जब सुरक्षा के उपाय मोच रह हैं तो जज पचाइ गेल इरो की सुरक्षा के उपाय भ आपकी साजन चाहिये। क्या यह मौजू नहीं है। नृ' मन्त्र के बक्तव्य से मुझे यह मलूम नहीं हो सका है कि वह कोर्ट के अन्दर, कोर्ट रुम से वह दाखिल हो पाया था या नहीं। यह भी हमें माबूम हो जाना चाहिए।

(Shri Shyamnandan Mishra)

साथ ही जब उसको पास देने से इन्कार किया गया तब क्या उनके ऊपर कोई खास निगरानी रखी गई ? कल से निगरानी रखी गई या नहीं रखी के ? अगर कल उनके पास रिफ्यूज किया गया पास देने से इन्कार किया गया तो उनके ऊपर निगरानी अगर आपन नहीं रखी तो यह जिम्मेदारी किस पर आती है . . .

एक माननीय सदस्य : जज के ऊपर

श्री श्यामनन्दन मिश्र : जज पर आती है तो हम कहा कहते हैं कि न आए .

श्री कृष्णचन्द्र पांडे (खलीलाबाद) :

हम लोग की भी कुछ भावनाएँ हैं। हम सुनने के लिए तैयार नहीं हैं। हमें भी अपनी बात कही है। आप एक आदमी को इतना बकन देने चले जा रहे हैं।

SHRI SHYAMNANDAN MISHRA
By his time, the accused must have made some statement. What statement has he made? Should that not be shared with the House? The Home Minister has not shared with us the statement made by the accused so far. His statement might indicate to the House as to what kind of person he is.

MR CHAIRMAN Five minutes have already passed. I will allow only two or three speakers to speak.

SHRI RAGHUNANDAN LAL BHATIA (Amritsar): This incident took place in the morning. So, our Home Minister is having very little information with regard to the name and the profession of the person. This delay only leads to conjectures of the people like Mr. Mishra. I would request the Home Minister to come out with more information tomorrow so that the House may decide about it.

SHRI NAWAL KISHORE SINHA (Muzaffarpur): No security arrangement can be free from loopholes. Whatever may be done, there is always a chance of risk. There is nothing wrong in what Mr. Salve has suggested. What he has suggested is this. "Has the Government decided to advise the Government of Uttar Pradesh to file a petition saying that only those persons who are strictly relevant to the conduct of legal proceedings should be allowed to be present in the court?" Sir, I know of many cases in which such petitions had been filed and the courts had allowed them. Courts have done so *suo moto* as well. This is a very serious matter, particularly in view of the fact that there is an atmosphere of violence in this country.

DR V K R. VARADARAJA RAO (Bellary) I very much regret the way in which this discussion is going on. We are discussing a very serious and grave matter. There is not a shadow of doubt that nobody in this House has prepared to condemn the incident.

MR. CHAIRMAN Please sit down.

DR V K R. VARADARAJA RAO I would like to put two or three questions. I think there is no point in harassing the Home Minister, by putting a large number of questions. Obviously, it is evident that he has not got all the information of which we want answers. Therefore, I would suggest that the first thing that we should do tomorrow when the House assembles is that the Home Minister should make a detailed statement giving all the answers to the questions which have been put by the Members. We are much more concerned about the safety of the Prime Minister. She may be quite safe. Then, we have found that today an attempt was made by an unauthorised person to enter the court with a lethal weapon in his hand. Theoretically, the fellow might have gone there not only

to threaten the judge or the other persons, but he may have gone there to shoot himself in public. Theoretically, anything is possible. Therefore, I want to suggest to the Home Minister that the entry to the court, the regulation of the entry to the court, must be taken in hand by the Government. With due respect to the judges and not interfering with them in any manner, still, in the matter of such supreme importance to the country, including the judicial system, I would suggest to the Home Minister that steps may be taken by which entry to the court, when Shrimati Indira Gandhi is evidence will be strictly and completely controlled from the point of view of security.

SOME HON MEMBERS rose—

MR. CHAIRMAN The Home Minister

श्री कृष्ण चन्द्र पांडे : **

सभापति महोदय : मैं आपको काल नहीं किया है । आप बगैर मेरी परमीशन के बोल रहे हैं । आप जो बोलेंगे वह रिकार्ड पर नहीं जायेगा ।

श्री कृष्ण चन्द्र पांडे : **
(व्यवधान)

सभापति महोदय : आपने जो कुछ कहा है उसका एक लफ्ज भी रिकार्ड पर नहीं जाएगा ।

SHRI SURENDRA MOHANTY (Kendrapara) Sir I want to put a question . . .

MR. CHAIRMAN No

SHRI K. BRAHMANANDA REDDY Sir, it is a very grave matter and the House naturally should feel very much concerned and anxious regarding the security of the person of the Prime Minister.

SHRI SURENDRA MOHANTY:
Why not the Opposition Parties also?
.. (Interruptions)

SHRI K. BRAHMANANDA
REDDY: I do not know why my
hon friend is getting up. I said 'the
House', 'the House'. It is natural for
the House to feel concerned and
anxious about the security of the per-
son of the Prime Minister.

Are you not a Member of the House?
(Interruptions). And I also say that
not only the House but the country at
large also feels gravely concerned.

SHRI SURENDRA MOHANTY:
The safety of everybody should be
our concern. (Interruptions)

SHRI K. BRAHMANANDA
REDDY: About my learned friend
and me our families may be concern-
ed. But about the Prime Minister,
the entire country and the world also
is concerned about the security of the
Prime Minister. (Interruptions)

Sir, as I have already submitted
the information at my disposal is me-
agre, and I want to assure the House
that I would take the earliest oppor-
tunity to inform this House about ful-
ler information that I will be able to
get. Now, I may also say, as I have
submitted in my statement earlier
that elaborate arrangements had been
made by Uttar Pradesh Government,
and I am sure, as much as possible
would have been done by the UP
Government. I have no doubt in that
regard, and further, because of this,
naturally, the Uttar Pradesh Govern-
ment will be concerned to make fur-
ther security arrangements that may
be called for. And you also know
that with regard to the arrangements
that have to be made inside the pre-
mises of the entire High Court and
the Court room, etc., naturally they
have to seek the full co-operation of
the High Court also in this regard
and I have no manner of doubt that

the High Court will allow us to take
the necessary security arrangements.

Now, so far as the cost regarding
the security is concerned, it does not
enter into this question. Full ar-
rangements, whatever the costs, will
have to be made and they will be
made.

AN HON. MEMBER: What about
the newspaper report?

SHRI K. BRAHMANANDA
REDDY: This is a weekly. My infor-
mation is that this is a petty weekly
paper. Now, Sir, I do not venture
to travel outside beyond what I have
got already. The party affiliations,
the people, if any, behind it, all that
thing will come during investigation,
interrogation, etc. I may also submit
in this connection. (Interruptions)
I would request Shri Mishraji not to
say anything just now. Now, the infor-
mation is that he was detected outside
the court room and not inside the
court room. That is the present in-
formation.

AN HON. MEMBER: Outside the
court room?

SHRI K. BRAHMANANDA
REDDY: Outside the court room?

SHRI DINEN BHATTACHARYYA
(Serampore): The report came here
and it was stated here that he was
caught inside the court room. (Inter-
ruptions)

SHRI K. BRAHMANANDA
REDDY: No, no. Now, therefore, I
also think that it is because of the
Prime Minister's great respect and re-
gard for the judiciary, the High
Courts and their procedures that she
has generously consented to go to the
High Court to give evidence in the
High Court premises, in the court
room itself, just as any ordinary per-
son. It is magnanimous in one
sense. The judges could have easily
allowed a commission to examine her
but I think in my personal opinion

she has given an indication of her respect and regard for the judiciary and the court in this country. (Interruptions). Now, Sir, as I have just now submitted. (Interruptions) Therefore, I would only like to assure the hon. Members, I cannot say just tomorrow, but at the earliest possible moment, when I will be able to give more information to the House, I will come before the House myself and seek your permission and make a statement.

17 50 hrs

DEMANDS FOR GRANTS (RAILWAYS) 1975-76 Contd.

डा० लक्ष्मीनारायण पांडेय (मद्रास) :
सभापति महोदय, मैंने जो कटौती प्रस्ताव प्रस्तुत किये हैं, उन के बारे में विस्तार में न जानें हुए, मैं कुछ बातें कहना चाहता हूँ।

स्वयं मंत्री महोदय यह स्वीकार करने हैं कि रेलवे में प्रशासनिक ढाँचे में परिवर्तन होना चाहिए। इस वक़्त रेलवे के सम्बन्ध में जो भारी मात्रा में क्षेत्रीय समन्वयन बना हुआ है, उस को दूर करना चाहिए। जहाँ कई क्षेत्रों में रेलवे का बहुत विस्तार हुआ है, वहाँ कुछ क्षेत्र अभी भी रेलों में शून्य हैं, और काफी मात्रा होने पर भी वहाँ रेलों का विकास ठीक ढंग से नहीं हुआ है।

जो नये प्रावधान किये गये हैं, उन के अनुसार डिभिजनल सुपरिन्टेंडेन्ट के अधिकार और वेतन आदि प्रायः जेनेरल-मैनेजर्स के बराबर कर दिये गये हैं। इस स्थिति में वर्तमान जोन्स एक प्रकार से निरर्थक हो गये हैं। इस लिए जोन्स के बारे में फिर से विचार करना आवश्यक है। जोन्स को कम कर दिया जाये और डी० एस० आफिसिज को पूरा कार्य करने का अवसर दिया जाये, क्योंकि इस समय भी डी० एस० आफिसिज केवल पोस्ट आफिसिज का कार्य करते हैं।

रेलवे ब्रोड के पुनर्गठन पर भी ठीक ढंग से विचार किया जाना चाहिए, ताकि जनता को ज्यादा से ज्यादा सहूलियत प्राप्त हो सके और रेलवेज क्षमतापूर्वक अपने काम का निर्वाह कर सकें।

“भारतीय रेल, रिपोर्ट नया संस्करण, 1973-74” में कहा गया है कि यात्री सख्या घटी है। इस का कारण यह है कि रेलवे की फेयर पालिसी ठीक नहीं है। एयर-कन्डीशन के फेयर इतना बढ़ा दिये गये हैं कि वे एयर फेयर में भी ज्यादा हो गये हैं। इस स्थिति में एयर-कन्डीशन सर्वथा निरर्थक हो गया है और इस लिए उस का समाप्त करना ही उचित होगा। उस में किसी प्रकार की छामदनी भी नहीं है। यात्रियों को पर्याप्त सुविधायें न दिये जान के कारण भी यात्री-संख्या घटी है।

मेरा मुझाव है कि रेलवे में अगर रेशन को हटाकर केवल दो थ्रेणिया रखी जायें—मिटिंग और स्लोपिंग, एक बंशन वाला के लिए और दूसरी सोने वाला के लिए। मंत्री महोदय ने डीनक्स ट्रैज में एयर-कन्डीशन स्पीयर को बिजली चलाया है। लेकिन यदि ये अलग अलग थ्रेणिया खत्म कर के रात्रि में सोने के लिए और दिन में बैठने के लिए उचित सुविधायें दी जायें, तो मैं समझता हूँ कि यह रेलवे में सुधार की दिशा में एक क्रांतिकारी कदम होगा।

पिछली बार प्लेटफार्म टिकट का दाम बढ़ाकर 50 पैसे कर दिया गया था, जब कि सब से कम दूरी के कई स्टेशन का किराया 35 पैसे है। मंत्री महोदय को यह देखना चाहिए कि क्या इस कदम से प्लेटफार्म टिकटों से होने वाला रेबन्सु बढ़ा है या घटा है, अगर बढ़ा है, तो उन्हें इस पर पुनर्विचार करना चाहिए। जहाँ तक मेरी जानकारी है

[डा० लक्ष्मीनारायण पांडेय]

लोगों ने अब प्लेटफार्म टिकट खरीदना ही प्रायः बन्द कर दिया है। वे प्लेटफार्म पर जाने के लिए पास के किसी स्टेशन का टिकट खरीद लेते हैं। इस कारण प्लेटफार्म टिकटों की बिक्री घट गई है।

अब मैं सभ्य की नियमितता के बारे में कुछ कहना चाहता हूँ। मंत्री महोदय का कहना है कि अब गाड़िया बड़ी पक्कू चल रही हैं। लेकिन मैं बताना चाहता हूँ कि कुछ ट्रेनों के समय का गैप इतना बड़ा दिया गया है कि वे निर्धारित समय से पहले पहुँच जाती हैं। और इस कारण कई स्टेशनों पर घाघ घाघ घंटे तक खड़ी रहती हैं। 15-डाउन जी० टी० एक्सप्रेस पंद्रह बीम मिनट तक निजामुद्दीन स्टेशन पर खड़ी रहती है इसी तरह 25-डाउन भी निजामुद्दीन स्टेशन पर घाघ पाँच घंटे तक खड़ी रहती है। उन ट्रेनों के समय को कम किया जा सकता है। वास्तव में पक्व एलिटी के नाम पर गाड़ियों के समय को बढ़ा दिया गया है।

जहाँ तक आदिवासी क्षेत्रों में रेलवे लाइने बिछाने का सम्बन्ध है, मैं ने अपने कट मोसन्ध में कहा है कि दोहद-खंडवा, दोहद-कोटा, बांसबाड़ा-रतलाम, रायपुर-गदलपुर और रामगंज मंडी-नीमच रेलवे लाइनों के निर्माण को हाथ में लिया जाये। इससे राजस्थान और मध्य प्रदेश के आदिवासी क्षेत्रों का विकास होगा। राज्य पुनर्गठन आयोग ने भी इस आशय की सिफारिश की थी। निम्नोक्तः मध्य प्रदेश राज्य के लिए।

रेलवे बोर्ड ने यह स्वीकार किया था कि गीरबनाव-ओन्ना मीटरगेज लाइन को ब्राडगेज में बदल दिया जाये, क्योंकि वह लाइन मुरझा की दृष्टि से महत्वपूर्ण है। लेकिन इस दिशा में कोई कदम नहीं उठाया गया है। मेरा निवेदन है कि मंत्री महोदय इस ओर ध्यान दें।

अजमेर-खंडवा मीटर गेज लाइन को भी ब्राडगेज में बदलना जरूरी है। इस लाइन पर पूरा सीमेंट बेल्ट है, क्योंकि चित्तौड़, निम्बाहेड़ा और उदयपुर में सीमेंट फैक्टरियाँ हैं। उन का बड़ा भारी लोडिंग इस लाइन पर होता है। साथ ही नसीराबाद और महु में भार्मी सेंटर हैं और नीमच में सी०आर०पी० सेंटर है। इस दृष्टि से इस लाइन को ब्राडगेज में बदलना आवश्यक है।

राजकोट डिवीजन में टी०टी०ई० का प्रमोशन किया जाना था, लेकिन जी०एम० की एडवाइज और रेलवेबोर्ड के निर्णय के बाद भी किसी का प्रमोशन नहीं किया जा रहा है वहा प्रमोशन के बारे में किसी प्रकार के नियम का पालन नहीं किया जा रहा है। जी०एम० वैस्टर्न रेलवे, का 11-4-74 का आदेश है कि एक डिवीजन के स्टाफ कोच का रेलवे स्टाफ दूसरे डिवीजन में एनक्रोच करे। लेकिन अजमेर डिवीजन का स्टाफ एनक्रोच कर रहा है और जी०एम० का आदेश का पालन नहीं किया जा रहा है। इसी प्रकार गाईंस की दशा के बारे में भी कई बार बड़ा चर्चा हुई है। बेंबाना की दशा सुधारना जरूरी है। गाईंस की भी सुरक्षा हो।

मीटर गेज के स्लीपर कोचिंग की दशा को सुधारना चाहिए। वे इतने छोटे हैं कि पांच क्रीट में ऊपर का आदमी अपने टांगे लट्को नहीं कर सकता है। इस बात को पहले ध्यान में उठाया गया था। मैं चाहता हूँ कि आप इन गयनयानों को ठीक करें।

इलाहाबाद लोको वर्कशॉप का पुष्करनाथ जर्मा लोको वर्कशॉप हड़ताल में किसी केस में हटा दिया गया था। हाई कोर्ट ने 1964 में उस की सर्विमिन्ड को बहाल करने के बारे में फैसला दे दिया। आज 1975 हो गया है। हाईकोर्ट के निर्णय के 11 वर्ष के बाद भी उस वर्कशॉप को वापिस सर्विस में नहीं लिया जा

रहा है। सरकार की ओर से कर्मचारियों से सहानुभूति की बातें तो बहुत की जाती हैं, लेकिन उनके साथ न्याय नहीं किया जाता है। मैंने ऐसे बहुत से कर्मचारियों के बारे में पत्र लिखे हैं, जिनको रतलाम डिविजन में काम पर नहीं लिया गया है। उन लोगों को काम पर लिया जाना चाहिए।

खडवा और अजमेर के बीच में रतलाम होकर कोई मेल ट्रेन नहीं है। इस रूट पर भीनाली एक्सप्रेस चलाने की बात पिछले कुछ समय से रेलवे द्वारा कही जा रही है, किन्तु अभी तक इसके बारे में कोई कार्यवाही नहीं की गई है। उसको हैदराबाद में दिल्ली तक की ट्रेन बाया खडवा-अजमेर किया जा सकता है। इसी प्रकार रतलाम डीजल शोड का प्रस्तावित विस्तार तुरन्त पूरा किया जाना जरूरी है।

मैंने श्यामगढ़ रेलवे स्टेशन पर 25-डाउन और 26-अप ट्रेन को रोकने के बारे में मंत्री महोदय में निवेदन किया था। उसके बारे में अभी तक कोई निर्णय नहीं लिया गया है। मैं चाहूंगा कि श्यामगढ़ स्टेशन पर इस ट्रेन को रखा जाये।

केरल और मध्य प्रदेश में काफी बिजली सरप्लस है। यदि इस बारे में मरवे कर के केरल तथा मध्य प्रदेश में रेलवे में ईन्ड का इन्वेस्टिगेशन किया जाये तो अच्छा होगा पवित्र रेलवे के कई भागों तथा बड़ोदा-अहमदाबाद कोटा-रतलाम-बड़ोदा के मध्य हमकी पूरी सहायताएं हैं।

इस समय रेलवे कर्मचारियों को सिली-सिलाई बर्दियों दी जाती है। अगर इसके ग्यान पर उन लोगों को कपड़ा दे दिया जाये और वे रेलवे एक्स्ट्रा टेलर से बर्दियाँ बनवा लें, तो ज्यादा अच्छा रहेगा। सिली-सिलाई बर्दियाँ छीली-डाली होती हैं और वे

ठक नहीं दिखाई देती हैं। विभिन्न श्रेणियों की बर्दियों के रंग में फर्क करना भी जरूरी है। इस समय टी० टी० और एंटेडेंट्स की बर्दियों का एक ही रंग—खाकी—है। इसमें पता नहीं चलता है कि कोई एंटेडेंट है या टी० टी० है। मैं सक्षेप में अपनी कुछ बातों को दोहराना चाहता हूँ और निवेदन करना चाहता हूँ कि इस सारी स्थिति में परिवर्तन लाने के लिए रेलवे बोर्ड के पुनर्गठन पर विचार करना चाहिए। रेलवे जोन्ड का पुनर्निर्धारण किया जाये। हमारे मंत्री महोदय कहते हैं कि कायना खानों में नदान के लिए बैगन्ड नहीं हैं, हमारे पास कायना पडा है इसको ठीक किया जाना जरूरी है। कुछ रेलगाड़िया हड्डाना के समय से बन्द पड़ी हुई हैं। उनको फिर से चलाया जाये।

रेलवे में कैंजुअल लेबर को परमानेंट किया जाये। रेलवे के प्रशासन में हिन्दी को बढ़ावा दिया जाये। एजुकेटिड अग्रेमपलायड लोगों को बकस्टान्ड के ठेके दिय जाये, जा कि इस समय नहीं किया जा रहा है। कर्मचारियों की भर्ती में हरिजनो और आदिवासियों को प्राथमिकता दी जाये। रेलवे प्रोटेक्शन फोर्स का पुनर्गठन किया जाये।

श्री बाबूदर पोंडेय (हजारीबाग)
सभापति महोदय मैं रेलवे मंत्रालय की मांगों का समर्थन करता हूँ।

सभापति महोदय माननीय सदस्य अपना भाषण अगले दिन जारी रखें।

12.02 hrs

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday March 19, 1975/Phalguna 28, 1896 (Saka)